VOLUME VI NUMBER 17 May 13, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper WEST 25¢

2 Speedways

Maryland National ½ Mile

Plus Much More!

Texas 3-Ring Circus★2 Road Races★ Ride To A Scrambles★

Midnight Motocross★U.S. Riders Abroad★SpringTour

Bruce Baron, CZ, leads Mike Pera, also CZ in the 250cc Jr. Division at the Saddleback Motocross. Pera went on to win.(John Shedd photo).

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

ATTENTION PUBLICITY COMMITTEES—Be sure to send Cycle News notice of your coming events and we will list them in this department free.

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY WEDNESDAY NIGHT
FLAT TRACK RACES, Trojan Raceway, South Gate, Calif.

EVERY THURSDAY NIGHT
SPORTSMAN TT RACES, Trojan Raceway, South Gate, Calif.

EVERY FRIDAY NIGHT
SPEEDWAY RACING, Saugus Speedway, Saugus, Calif. 8:30 p.m.

1/2 MILE FLAT TRACK RACES, Ascot Park, Gardena, Calif. 8:15 p.m.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, east of Perris, Calif.

TT RACES, Perris, Calif. 7 p.m., Class C, Info: (714) 657-3678.

SPEEDWAY RACING, Whiteman Stadium, Pacoima, Calif.

SPORTSMAN SCRAMBLES, Hayward Speedway, Hayward, Calif. Class C, 7:30 p.m. Info: (415) 537-6861.

SPORTSMAN SCRAMBLES, Bellingham, Wash. Starting May 17. 7:30 pm.

TT SCRAMBLES, Triple M Speedway, Simpson Lane, Marysville, Calif. 8 p.m. Info: (916) 742-5022.

EVERY SUNDAY
MOTORCYCLE DRAG RACING, Lions Drag Strip, Wilmington, Calif. Info: (213) 424-0961.

FIRST SAT. OF EVERY MONTH
PROFESSIONAL TT RACES, Ascot Park, Gardena, Cal. 8 p.m.

FIRST SUNDAY OF EVERY MONTH
DESERT RACES, north of Palmdale, Calif. Limed from High Vista store, at Ave. J and 100th St. 1 p.m.

MOTORCYCLE RACES, Deadman's Point, Apply Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Practice 8 a.m., race 10 a.m.

3rd SUNDAY OF EVERY MONTH
MOTOCROSS, Deadman's Point, Apple Valley, Calif. 11 a.m. Info: (714) 247-7423 eves.

FRIDAY, MAY 9th
TT RACE, Class C, $600 purse, Oregon Sidewinders M.C. Track, Clackamas, Oregon. 8 p.m. If rained out, will be held Sun., May 11, 6 p.m. Info: Dennis/Diane Seifert, Rt. 3, B[illegible] 290C, Oregon City, Oregon 97045, 63[illegible] 3857 (after 7 p.m.) or 284-7388 days.

FRI., SAT., SUN., MAY 9, 10, 11th
CYCLE SHOW, Armory, Concord, Cal. $1.50 admission. Info: (415) 682-7214.

SAT. & SUN., MAY 10, 11th
7th ANNUAL VEGAS TOUR by the Lucky Wheels M.C.; Dinner, many trophies, parade, souvenirs. Info: (714) 688-5072.

2nd ANNUAL RALLY by the Classic and Antique Motorcycle Assoc., Visalia, Cal. Concours de Elegance starts 9 a.m. Sat. at the Visalia Fair Mall on Mooney Blvd. between Visalia and Tulare. Riding displays and trade meet in the afternoon. Poker Run Sun. at 10 a.m. starting from the Visalia Ramblers Clubhouse, 718 E. Roosevelt St. $6 for both days. Entry deadline Apr. 26. Info: Classic and Antique Motorcycle Assoc., 808 Church St., Visalia, Cal. 93277.

SATURDAY, MAY 10th
SPORTSMAN'S SCRAMBLES, AMA pts., 100, 200, 250, 350, 500cc, and Open at Oregon Sidewinders M.C. Track, Clackamas, Oregon. Info: Dennis/Diane Seifert, Rt. 3, Box 290C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 days.

ENGLISH TRIALS, PNTA Sanc., Milton-Freewater, Oregon. Info: Geo. Huston, 113 S.E. 8th, Milton-Freewater, Ore., 97862, (503) 938-5843.

SUNDAY, MAY 11th

POKER RUN by Golden Banner M.C., 4937 Marysville Blvd., Sacramento, Cal. 95838. Info: 922-6448.

HARE SCRAMBLES by Red Dots M.C., 1st Annual Mothers Day function. 10 a.m., start home in time for dinner. Limed from Rosamond Blvd. and Ave. 90 (Willow Springs Rd.). Info: (213) 225-8536, Mike Burns.

2nd ANNUAL MOTHERS DAY SCRAMBLES by Powder Puff Assoc. at Perris Raceway. Dist. 37 pts. Signup 0-200cc 8 a.m., 250cc 10 a.m., big bikes, noon. Info: 865-2744 (eves.).

ACA MOTOCROSS at Bay Mare new motocross course. Ventura Fwy. to Moore Park to Balcon Canyon. 12 mi. off Fwy. Info: (714) 528-4290. 100cc thru open sportsman, 125, 250, & 500cc Sr. Pits open 8 a.m.

SCTA RIDING SCHOOL at Saddleback Park, 2455 Orange, Orange City, Cal. Info: (714) 639-5832.

NAT. POINTS ROAD RACE by S.F. Chap. Amer. Federation of Motorcyclists at Golden Gate Raceway, Cotati, Cal. Sebastepol turnoff between Petaluma and Santa Rosa on U.S. 101. Practice 10 a.m., race noon. Info: AFM, 72 Franklin, S. San Francisco. (415) 588-6526.

MOTOCROSS by Lancers M.C. at Champion Speedway, across from Candlestick Park, S.F., Cal. AMA Sanct. Practice 9 a.m. Info: Howard Sutton, (415) 369-0247.

7th ANNUAL CHICKEN ENDURO, start & finish Big Cedar Springs, Cal. Food and drink avail. 4 mi. N. of Oakhurst on Hwy 41. Explorer Post 305, 424 S. A St., Madera, Cal. 93637. 673-3146.

MINI-BIKE RACES, Saddleback Park, sanctioned, 2455 Orange, Orange City, Cal. Info: (714) 639-5832.

TT SCRAMBLES, Huntington Beach Cycle Park, 9 a.m. practice, Info: (714) 897-4458.

MOTOCROSS, GOLDEN STATE SERIES, CMC points, Carlsbad, Cal. Info: CMC, P.O. Box 1334, Huntington Beach, Cal. 92647. (714) 539-3328.

SCRAMBLES by the St. Helen's M.C. at Castle Rock Fairgrounds, Castle Rock, Wash. 98611.

AMA PROFESSIONAL SHORT TRACK at Dixon, Cal. 1/3 mile dirt track, purse $600. Trials 7 p.m., race 8 p.m. Bob Barkhimer Assoc. Inc., Santa Cruz, Cal. (Dixon Fairgrounds is 20 miles west of Sacramento.)

THURSDAY, MAY 15TH
SPORTSMAN TT RACES, 50 lap Mid-season Championship, Trojan Raceway, South Gate, Cal. 100cc class, 250cc regular program.

FRIDAY, MAY 16th
TT RACES, $600 purse, at Oregon Sidewinders M.C. track in Clackamas, Ore., south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3 Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

SATURDAY, MAY 17th
SHORT TRACK RACES, at Sonoma County Fairgrounds, Santa Rosa, Cal. AMA Sanction, retarded children's benefit, practice 5-6 p.m., race 6:30 p.m. Info: Don Moore, (707) 546-6695.

MOTOCROSS by C.M.C. at Fontana Cal. Raceway, San Bernardino Freeway to Etiwanda, North to 13444 Foothill Blvd.

SPORTSMAN SCRAMBLES: AMA points, 100cc, 200cc, 250cc, 350cc, 500cc, and Open; at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 7 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045, 632-3857 (after 7 p.m.) or 234-7388 days.

SUNDAY, MAY 18th
MOTOCROSS, Highway 47, Wills Point, Tex. By Roadrunners M.C. AMA sanction, 2 p.m.

FLATTRACK RACES at Tri-Angle Speedway, 2-1/2 mi. SW of Hermiston, Ore. Info: Pius Horning, Blue Mtn. M.C., P.O. Box 590, Hermiston, Ore. 97838.

11th ANNUAL IDAHO STATE Championship Hare and Hound, by Orofino M.C. Follow arrows west from Orofino or east from Kendreck. 30% trophies. Starts 10 a.m. Info: (208) 478-1238.

MOTOCROSS RACING, Class C, by Hi Boots M.C. of San Diego, Cal. AMA sanc. at Dehesa Speedway Motocross course. $600 purse. Sportsman & Professional classes. Riders in pro classes must have AMA Class C license. Race date does not interfere with Golden State Series. Take Interstate 8 to Harbison Canyon Rd. 3/4 mi to top of hill then turn right. Info: D. Emde, 4140 Arcadia Ave., Bonita, Cal. 92002.

TT SCRAMBLES, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. Info: Ray Copeland, 420 Crestview Lp., Grants Pass, Ore. 97526. (503) 476-4018.

ROAD RACES AND DRAG RACES, Green Valley Raceway, 10 mi. N. of Austin, Texas. AMA sanction, Drage 12:30, Road races 2 p.m. Info: (915) 949-1030.

A.M.A. INVITATIONAL GRAND PRIX by Stump Jumpers & Saddleback at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

AMA PRO HALF MILE DIRT TRACK RACES. Purse $1200. San Jose Cty. Fairgrounds, 344 Tulley Rd. Warm ups noon, 1st race 2:15.

ARCHIE CLARK MEMORIAL SCRAMBLES by Lodi-Stockton-Port Stockton & Stockton Scramblers Motorcycle Clubs along with Lodi Elks Lodge at Lodi Cycle Bowl, 5801 Morse Road, Lodi, Cal. 95240.

AFM ROAD RACE, National Championship points, cash awards, at Carlsbad Raceway, Carlsbad, Calif. Practice 9:30 a.m., first race at 12:30.

OPEN PRACTICE, Sport riding, $1.50 per person, Huntington Beach Cycle Park. Info (714) 897-4458.

15th ANNUAL RED ARROW ENDURO, approx. 100 miles, starts in Confidence, Calif., 13 miles east of Sonora on Hwy 108. First rider out at 10:01. Spark arresters a must. Post entries accepted. Info: Sonora Pass M.C., P.O. Box 259, Sonora, Calif.

ENGLISH TRIALS at Mira Mar in San Diego. Sign up at 8:30 a.m., start at 10 a.m. Limed along Mira Mar Rd. from US 395 and along Genesee from Interstate 5. Sponsored by San Diego Trials Riders. Trophies will be awarded from the last trials. San Diego Trials Riders meeting will be held at Aztec Bowl, May 9th, 7:30 p.m.

ENDURO, Oregon State Championship by Lobo M.C. at Lee's Camp, Oregon. Located 28 miles east of Tillamook on State Hwy. 6. Sign up at 8 a.m. and start at 10 a.m. Classes 0-198cc; 200-500cc; and open. $3. Info: (503) 656-5801.

HARE N' HOUND by Salt Lake M.C. at Eureka, Utah. 9th Annual Cherry Creek. AMA SRA sanc. Western States Championship. Race 10 a.m. Mail entry $5, Post $10. Mail entry closes May 8. Info: Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101.

MOTOCROSS by Lancers M.C. at Champion Speedway, across from Candlestick Park in S. San Francisco, Cal. AMA sanc. Prac. 9 a.m., race 11 a.m. Info: Howard Sutton (415) 369-0247.

1st ANNUAL MURDERS GULCH TRIALS Auburn, Cal., by Pacific International Trials Society. Sign-up 10 a.m., start 11 a.m. Interstate 80 east from Sacto to Auburn, Forrest Hill Rd. to Murders Gulch. Info: Harry Gable, 922-5140.

TT AND HILLCLIMB, Bay Mare Ranch, limed from Ventura Fwy. at Moorpark offramp in 1000 Oaks, Cal. All classes plus sidehacks, 8 a.m. practice, racing 9 a.m. Info: (213) 348-3349. Overnight camping.

THURSDAY, MAY 22ND
SPORTSMAN TT RACES, 50 lap Mid-season Championship, Trojan Raceway, South Gate, Cal. 100cc class, 250cc regular program.

FRIDAY, MAY 23rd
TT RACES, $600 purse, at Oregon Sidewinders M.C. track in Clackamas, Oreg., south of Portland. 8 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 (days).

SATURDAY, MAY 24th
SPORTSMAN SCRAMBLES; AMA points, 100cc, 200cc, 250cc, 350cc, 500cc, and Open; at Oregon Sidewinders M.C. track in Clackamas, Oregon, south of Portland. 7 p.m. Info: Dennis/Diane Seifert, Rt. 3, Box 290 C, Oregon City, Oregon 97045. 632-3857 (after 7 p.m.) or 234-7388 days.

SHORT TRACK RACES by Fort Sutter M.C. at Sacramento Raceway, 3405 El Camino Ave., Sacramento, Cal. 95871, L. Lawton 489-0476.

TT SCRAMBLES, Huntington Beach Cycle Park, 9 a.m. practice, Info: (714) 897-4458.

SUNDAY, MAY 25th
A.C.A. MOTO-CROSS at Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

calendar continued p. 3

J. C. AGAJANIAN Presents . . A M A
Half-Mile Every Friday Nite 8:15 pm

DISCOUNT PASS

Motorcycle Races

SAVE 50¢

TT's 1st Sat. Nite each month - 8:15 pm
(starting May 3rd)

Worlds Fastest Action ½ Mile and T.T. Dirt Track

PASS FOR TWO SAVE 50¢
Per Person On Each Adult Ticket

Ascot
18400 S. Vermont-Gardena
Easily Reached -- Just Off
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Tear Out and Present at Box Office

CMC MOTOCROSS (4th event in Golden State Series)

ALL NEW CMC Camp Overnight
(Gates close 11 p.m. sharp)

Graded Course
Sprinkling System -
- NO DUST

MAY 11

Carlsbad Raceway
Championship Trophies in All Classes

Mail entry $5.00
(mail entries close May 7th)
Post Entry $10.00
(with this ad $9.00)
Mail entries to: CMC Box 1334, Huntington Beach, Cal. 92647

$4.00 Mail Entry With This Ad

HANGTOWN MOTOCROSS by Dirt Diggers North M.C. at Placerville, Cal., limed from Hwy 50 2 mi. South Of Placerville. Signup 8-11, race 11 a.m. Info: (916) 988-4725 or Dirt Diggers, Box 338, Orangevale, Cal.

DUAL EUROPEAN SCRAMBLES by Sidewinders M.C. of Trona, Cal. race 8a.m. Limed on Hwy 395 south of Ridgecrest turnoff and from 4 way stop downtown Ridgecrest. Trophies to be handed out for the March race. Info: (714) 375-4908.

ENGLISH TRIAL, PNTA event, Tiger Canyon Trial C (annual). Follow arrows from Eastgate Walla Walla, Info: M/C Specialist, 1607 E. Isaacs, Walla Walla, Wash. 99362, (509) 529-2776.

HILLCLIMB by Salinas Ramblers M.C. at Gonzales Rianda Ranch. River Road, Limed from U.S. 101 off at Chualar, Cal. AMA sanc. Sportsman. Info: P.O. Boz 541, Salinas, Calif. 93901.

S.C.T.A. RIDING SCHOOL Saddleback Park, 2455 Orange, Orange Cty., Calif. Info: (714) 639-5832.

AMA NATIONALS

May 17, 1969, Saturday
50 Lap, MILE AND ONE-EIGHTH DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Bushkill Valley M.C. Inc., Nazareth, Pa.

May 25, 1969, Sunday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, R.S.C.A. Inc., Lindy Vicari and Al Gaspari, Reading Fairgrounds, Reading, Pa.

May 25, 1969, Sunday
250 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209.

May 31, 1969, Saturday & June 1, 1969, Sunday
500 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Pasadena M.C., 21 E. Howard St., Pasadena, Cal. 91103. Mojave Desert, Pearblossom, Cal.

May 31, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Detroit Area Associated M.C.'s Race Course, Livonia, Mich.

June 7, 1969, Saturday
HALF-MILE DIRT TRACK NATIONAL CHAMPIONSHIP (Night), Louisville Downs Race Track, Louisville, Ky.

June 8, 1969, Sunday
115 MILE NATIONAL CHAMPIONSHIP ENDURANCE RUN, Black Mountain Enduro Riders, Box 142, Dallas, Pa. 18612.

June 13-15, 1969, Fri-Sat-Sun.
100 MILE NATIONAL CHAMPIONSHIP ROAD RACE, New England Motorcycle Dealers Association, Inc. Bryar Motor Sport Park, Loudon, New Hampshire.

June 22, 1969, Sunday
15 MILE NATIONAL CHAMPIONSHIP MINI ROAD RACE, Pittsburgh Racing Association, Inc. Heidelburgh Raceway, Carnegie, Pa.

June 27, 1969, Friday
25 LAP TT NATIONAL CHAMPIONSHIP (Night), Howard Tiedt, Santa Fe Speedway. Hinsdale, Ill.

June 29, 1969, Sunday
HALF MILE DIRT TRACK NATIONAL CHAMPIONSHIP, Charity Newsies, Ohio State Fairgrounds, Columbus, Ohio.

HUNTINGTON BEACH
CYCLE PARK
Motorcycle Racing
2nd & 4th Sunday Every Month
NOW Running Regularly
all classes H.B. Park points
For info call (714) 897-4458

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Get acquainted with the all new Bay Mare Ranch. The most exciting spectator attraction since HO-ZAY WAZOO went over Niagara Falls in a bath tub.
For rental & info. call Dave (213) 348-3349.
Limed from Ventura Fwy. at Moorepark offramp — 1000 Oaks.
Special ATTRACTION Hill Climb also Side Hacks
8:00 a.m. Practice
9:00 a.m. Racing
ALL CLASSES
$2.00 Entry
$1.25 Admission
Kids FREE
MAY 18

Carlsbad Raceway
AFM National Championship Point Road Race
Cash Awards
May 18th
Production Classes $7.50 G.P. Classes $12.50
Includes admission & Pit Pass
Gates Open 8:00 a.m. Practice 9:30 a.m.
First Race 12:30 p.m.
Mail Entries Carlsbad Raceway
Box 26, Carlsbad, California 92008

MOTOCROSS
MAY 11

aca sanctioned
RACES START 10:30 a.m.
ALL CLASSES
JR. AND SR. 100cc THRU OPEN
CONCESSIONS - FACILITIES
Trophies for April 27th event will be presented at this event
Limed from Ventura Fwy, and Moorepark offramp in 1000 Oaks
For info. call ACA (714) 423-4290
★ BAY MARE RANCH
All New Course (never run before)

BAY MARE RACING COURSE Presents
500-650 100.
UNLIMITED 150.
SMALLBIKE 100.
MOTO CROSS MAY 30 TH. BY SHAMROCKS POINTEV.
SUN. TT
SAT. NITE ROCK BAND SWINGS
OLD TIME STYLE HILL CLIMB MAY 31 ST.
MINI BIKINI RACE...
3 DAY EXTRAVAGANZA...
BRING YOUR CAMPER AND DO YOUR THING...

"America's Weekly Motorcycle Newspaper"

You'll Always See It FIRST in CYCLE NEWS

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Survey

50¢ For 25¢

Wonder how many readers know that the Ascot ad in Cycle News is worth 50¢ off the regular price of the Ascot flat-track and TT races? This makes the Ascot discount price of $2.50 the world's best racing bargain. And it's like getting a 50¢ piece with every copy of Cycle News.

Helmet Ticket Record?

Probably the most-ticketed motorcycle rider in the U.S. is Jack Zektzer of Seattle, Washington. Jack has accumulated some thirty citations for riding his motorcycle without wearing a helmet since the Washington State hotpot law became effective. Jack is spearheading the test case in Washington, with the help of the American Civil Liberties Union.

Beach Riding Grounds Closed To Bikes

The picture of the free motorcycle playground used to illustrate the shrinking riding area open to bikes in our Legislative issue was closed by Huntington Beach police recently. About 100 motorcycles were enjoying the terrain when the police came in and told everyone the area was closed "by order of the State." The State office of the U.S. Bureau of Land Management disclaims any such order, and the Huntington Beach Police Dept. refuses to discuss it. Part of it is city-owned land and part is privately owned.

BLM Offers Help to Competition Clubs

If any motorcycle club is considering cancelling an event because it fears it can't meet the requirements of the Bureau of Land Management for a public land use permit, members are urged to contact the local District Manager. BLM spokesmen have assured Cycle News that they will do everything in their power to assist, and may even be able to help get permission from private land owners if necessary.

Oregon Helmet Law Repeal

The Oregon State Senate has voted to repeal that state's hated compulsory helmet wearing law and informed sources say it looks as if the House of Representatives will follow suit. Readers in Oregon should write to their representatives and express their opinions.

Please, Mr. President:

U.S. President Nixon is reportedly planning to appoint Mr. Douglas Toms, of Washington State, to replace Dr. William Haddon as head of the National Highway Safety Bureau. Readers are urged to write to the President asking him not to appoint Mr. Toms to that office, but rather to keep him in Olympia, Washington where we can keep an eye on him.

Move National To Weekend

Indianapolis – The Indiana State Fair Board is reportedly considering a move to change the date of the 30 Mile National. The race is scheduled for Thursday, Aug. 28 and anyone who plans to attend and would like to see the event run that weekend may write The Indiana State Fairboard, Indiana State Fairgrounds, Indianapolis, Indiana and express their wishes.

Helmet Hassle

Massachusetts – The U.S. Supreme Court has refused to hear an appeal involving the conviction of a motorcyclist who refused to wear a protective helmet. The Massachusetts court found that it was "...within the power of the legislature to adopt reasonable measures for the promotion of safety on public ways in the interests of motorcyclists." Refusal of the Supreme Court to hear the appeal has the effect of giving legal substance to the National Highway Safety Bureau's standard on motorcycle safety.

The New Image

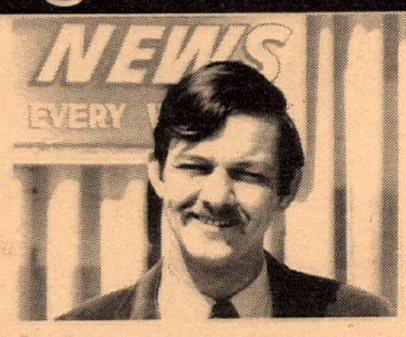
By Chuck Clayton

MEET ERIC RAITS

Cycle News' new Assistant Editor, Eric Raits, is 26 years old, married, and a recent graduate of Uncle Sam's drum and bugle corps.

Since the Army, he's been associate editor for a local newspaper where his duties entailed "news reporting, rewriting, editing copy, front page makeup, photography and keeping the sports-writer from putting his son's name in the paper too often."

He's been a motorcycle enthusiast for ten years, having owned two BSA 650's, a Triumph Cub and a BMW during that time. He now rides a BSA.



Eric will be in charge of keeping the Calendar of Events up to date and accurate, writing and rewriting news events, taking pictures and putting together the paper. The publishers are certain that Cycle News readers will welcome Eric's talents to the paper as much as we do.

AMA Meeting Plans For Progress

While earthquake tremors rolled across Southern California last week, the Executive Committee of the American Motorcycle Association met in Pasadena and made plans to continue the progress which has distinguished the rider association this past year.

"What Do I Get For My $2?"

Highly paid executives in the U.S. motorcycle industry took a day out of their busy spring schedules to join in the meeting for which they receive no pay. Many had flown in from the East. Don Brown, head of the Eastern BSA operation sounded the keynote of the proceedings when he called for a critical self-examination of the Association by its policy makers. "Maybe we are standing on principle, instead of what is really good for the sport," someone said.

"That IS the principle," answered another.

Members have been asking in recent years, "What do I get for my $2 annual dues?" The association could answer, "what can you expect for $2?" But that would be begging the question.

What the average member gets for his $2 is 1) The services of the Executive Board in making policy decisions. 2) The AMA administration to coordinate thousands of activities coast to coast. 3) A standard set of rules both for racing and road riding competitions. 4) The right to form clubs and elect delegates to the annual Competition Congress, which governs competition rules. 5) The right to participate in AMA activities coast to coast. 6) Tabulation of points earned in activities and recognition for the outstanding sportsmen, road riders and clubs in the U.S. 7) Legislative and legal help for motorcyclists. 8) A membership card and pin.

Professional racing members get additional benefits, but it costs them more, in the form of racing licenses, mechanics licenses, pit passes and entry fees.

New England Hassles

California, once the hotbed progressive agitation, was basking happily under the umbrella of the Cartwright Act. Ground zero had shifted to New England which had been hard hit by the recent rash of AMA member suspensions. The October Competition Congress will have a chance to vote whether the benefits of the Cartwright Act should apply to members living outside of California, so that issue should be laid to rest early.

The chief point of contention remaining in New England seems to be, does the promoter of an event have the right to select his own referee for the event? Berkeley Barron, popular longtime La-

(Continued on page 23)

VOICES OF THE WEST

CARLSBAD CALENDAR GOOFS

I dislike writing letters when they are to complain but circumstances make this necessary.

Our Road Racing Ads frequently have been in error as to date or sanctioning body. I realize we've played musical chairs with road racing sanctions but this is sometimes necessary to find one you can depend on. I feel I finally have one, which is the San Diego Chapter of the A.F.M. The persons heading this chapter are some of the finest racers I have worked with. It's for their benefit as much as mine that I'm writing you.

Your issue two weeks before our road race showed our event canceled. How this could have been printed when you had already received copy for an ad that was to run the following week I am at a loss to understand. I also do not understand why, when the following week you did run the paid ad, there is no mention of the event in your calendar.

I consider this a major error and contribute part of the cause of the small entry the new chapter had that day to your cancellation notice two weeks before the event and lack of mention in your calendar the week of the event.

Our next Motorcycle Road Race is an A.F.M. National Points Race, Sunday, May 18th, 1969. Please enter this in your Calendar of Events.

LARRY GRISMER, Pres.
Carlsbad Raceway

COMMENT: There was some confusion regarding Carlsbad Road Races in our Calendar Dept. but heads have rolled as a result, and we now have it under control. Our apologies to the San Diego AFM. Readers should give paid ads credence over free Calendar listings, if they ever conflict in future.

LETTERS TO A WORRIED WIFE

Dear Mrs. Crowell:

Let me first say I do understand and appreciate your fear, but I believe it has gotten all out of proportion. Desert racing is a fun, exciting sport which should be enjoyed by the entire family. Your fear of your husband being hurt could be cured by a couple of trips to a desert race.

If your husband has been trail riding for quite a few years he obviously is familiar with his bike, his capabilities and the desert terrain. I've been going with my husband for three years and believe me very few get hurt, especially when they know what they're doing.

As far as your kids are concerned, we belong to the Victors M.C. which is a family club. Many have 3 or 4 kids they bring every weekend. We have a boy 1-1/2 years who started coming when he was 4 wks and I came the entire time I was pregnant even through the summer.

If your husband wants your support when he races then he should make it a family thing and take you and the children. I just know this would ease your fear and make Sunday the day you look forward to. I think your husband would enjoy having you gas him up and say "You're doing great dear."

I guess if you can't beat 'em, join 'em!" Give me a call, I'd be happy to introduce you to our group. Please tell your husband to let you come and give racing a chance. It's fun!

MRS. PAT TRACHY
L.A., Calif.
(213) 838-9522

In answering Mrs. Crowell's letter: I would tell her that her husband is much safer competing in a well organized meet such as we have in the desert, than he ever was trailing by himself or with a friend.

The desert scrambles sponsored by the different clubs are put together with a good deal of thought and effort. The course they map out has been gone over and marked with the rider's safety in mind. You are told before the race to stay on the course that has been marked and not to wander off or you're looking for trouble. I wouldn't go riding any other way.

GUY GIROUARD
Sunland, Cal.

DON'T STOP!

Last summer the supervisor of the Tonto National Forest in Arizona issued an order banning all motorized vehicles from other than established roads in the forest. I took it on myself to post notices calling a meeting to discuss ways of fighting this action.

Not one solitary motorcycle rider showed up at the first meeting. Several tote goat riders were the only ones interested enough to attend.

We had letters printed and posted them in several shops protesting to the official in charge of the forests in this area, and the order was subsequently rescinded.

We need some sort of a group to coordinate and ramrod our action. We need someone to see that letters to the appropriate authorities are signed and mailed.

I just wanted to send you these thoughts, and hope something can be done. I don't do much hare and hounding any more, but I still love to cow-trail, and I'd hate to have to stop.

HOWARD FORMAN
Phoenix, Arizona

AGREES WITH COOLEY

I fully agree with Wes Cooley about the racing in the rain. To say the least, most American racers are somewhat chicken about racing on a wet track. I personally have raced two of the ACA races, at Riverside and Willow Springs. (My time at Riverside was had by two successive crashes on Turn 6, I still finished second.)

But, there is a major difference. The tracks most bikes use are also auto tracks. Rubber and oil buildup becomes a very serious problem when it's wet. That is why I went down on Turn 6 at Riverside. If the track is clean, like the first ACA race at Willow this year, then the race should be held.

PVT. ROD SCHMIDT
Fort Ord, Calif.

Joel Wins Cold Bumpy Swiss Motocross

DeSoto Laps Fast

John DeSoto takes the checkered flag standing up at the Swiss GP.

By Ed Hinds

Fast, cold, and rough. That's the way the Swiss motocross course at Cambrement Le Petit looked to the men and machines braving another round of the World's Championship Motocross series.

Joel Robert (CZ) made it two in a row in the 250cc class by winning the first heat and placing third in the next. Marcel Wiertz (Bultaco) was second overall, followed by Don Rickman (also Bultaco) and Torsten Hallman, riding for the Husqvarna team.

Riders said the course was not fast, tricky and full of steep climbs and drops like the Spanish one, but rather a mass of bumps, ruts, sharp turns, and short, sharp jumps. The surface started out as good green cow pasture until the faster riders tore out great clods of sod. The changing surface gave everybody's suspension a good workout. Passing was tough work on the narrow course.

Practice was started like a race and made for some fast lapping at first. A heavy snow fell while the riders were getting the feel of the hills and curves but it stopped before things got too wet.

John DeSoto was doing some fast lapping at times. He got a good start once and the Montesa pulled everything but one CZ into the first corner. It was all Robert in the first heat though, he wasn't really pushed from start to finish.

A lot of jockeying was going on back in the pack with the best show of the day put on by Andy Roberton, number two man for the AJS team. Andy killed his motor at the start and was a full minute behind the pack by the time he could get things sorted out. He fought and clawed his way to a tenth place finish in a 50-bike field.

Ron Nelson was still in Austria at race time having entered the 500cc Motocross there.

Silvain Geboert (CZ) moved into second behind Robert after the Czech Konocny apparently tired during the chase. The first Husky rider in was a Finn, Kolevi Vehkoenen, who took fourth.

Torsten Hallman never was up close and didn't really look up to form.

The second round had pretty much the same people up front with a few changes of position. Konocny led the first few laps then Vehkonen passed him and held a good lead to the finish. Robert moved up from fourth to second but couldn't catch the Finn. He must have flubbed a corner on the last lap because he dropped to third. Robert's pit crew would signal something to him on every lap, probably to move up on the leader. The exasperated rider must have been going all out because he lifted his hands from the bars coming down a long bumpy straight about sixty miles an hour and shrugged his shoulders, as if to say, "What more do you guys want me to do?"

Vehkonen looked very determined and very good up front and his elated pit crew went wild when he won.

Ron Nelson's son tries it out in Austria.

Many riders looked as if they were having trouble with the track. DeSoto looked as fast or faster than many of the others. He would hold a steady position for a few laps, then not show on time, only to come around later still going strong. Many of the really good riders were having the same problem. Roberton passed both Hallman and the fast Russian Chinkocenko only to come around a lap later 50 yards behind them. A small mistake in a corner makes a big difference with these guys!

Many spectators rode their street machines to the event and wore full racing leathers to keep that cold Swiss air from passing through their bodies. Lots of girl friends were dressed to match, making for sporty scenery in all directions.

Aberg Wins, Nelson DNF's Austrian Gp

Bengt Aberg shook off the injury jinx which seems to have hit the Husky team riders to take the opening round of the 500cc world's championship motocross.

Two more Husky team members were hurt at the Austrian Grand Prix, held April 20th. This raises the teams casualty list to five.

Torsten Hallman, Jan Johansson, and Aberg are the only fit riders remaining.

John Banks and Keith Hickman rode BSA's to second and fourth places while Peter Dobry took third on a CZ.

American Ron Nelson didn't finish on his factory Montesa after expressing displeasure about the handling of his machine during a visit to the Spanish factory. Ron felt the frame geometry was wrong but couldn't get the Spaniards to listen. He grabbed a saw and cut the frame in two at the steering head and had it welded more to his satisfaction.

Ron was happy with the frame but a mishap in the sixth lap of the first heat put a damper on the American's hopes. Ron tore a brake lever off on an off-camber left hand turn and fought his way down the longest and steepest stretch of the course to end up in a heap at the bottom.

He finished the second heat but his position in the standings was unavailable at press time.

John DeSoto was not entered.

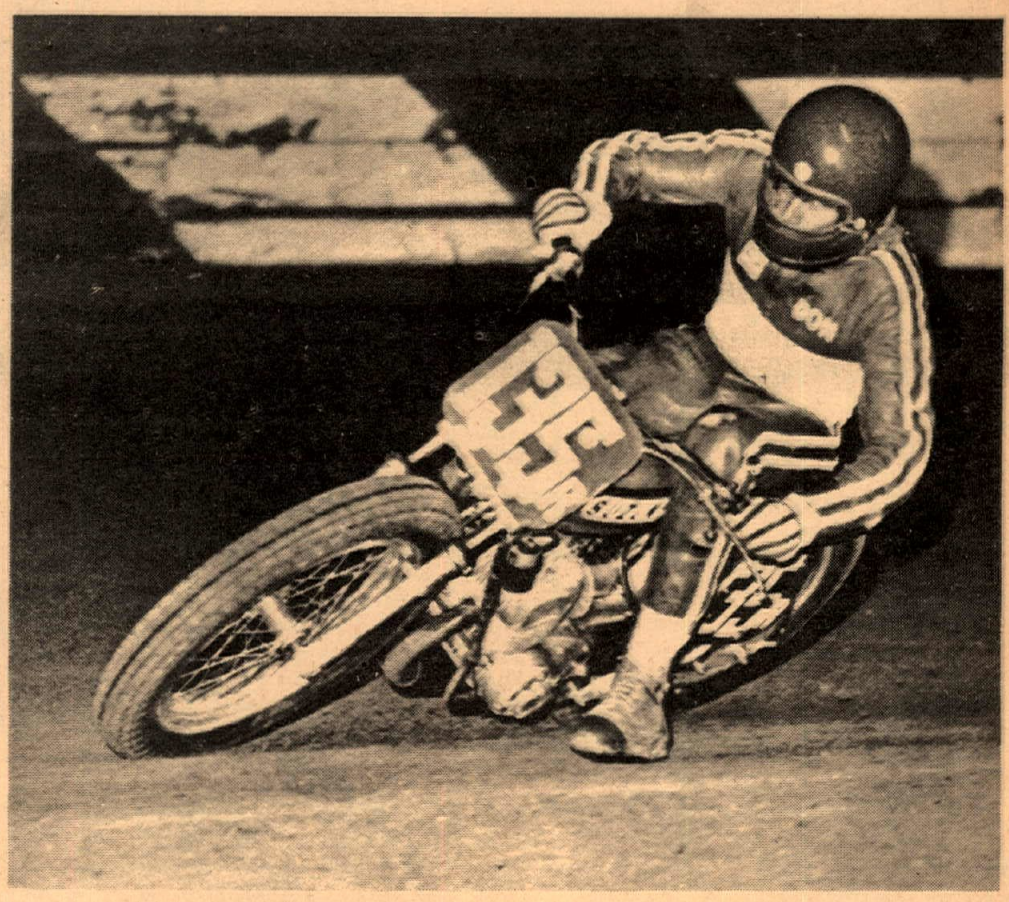
Next round of the 500cc series is in Sweden.

SUZUKI 250 ASCOT WINNER

Express Yourself.

SUZUKI

Suzuki '69



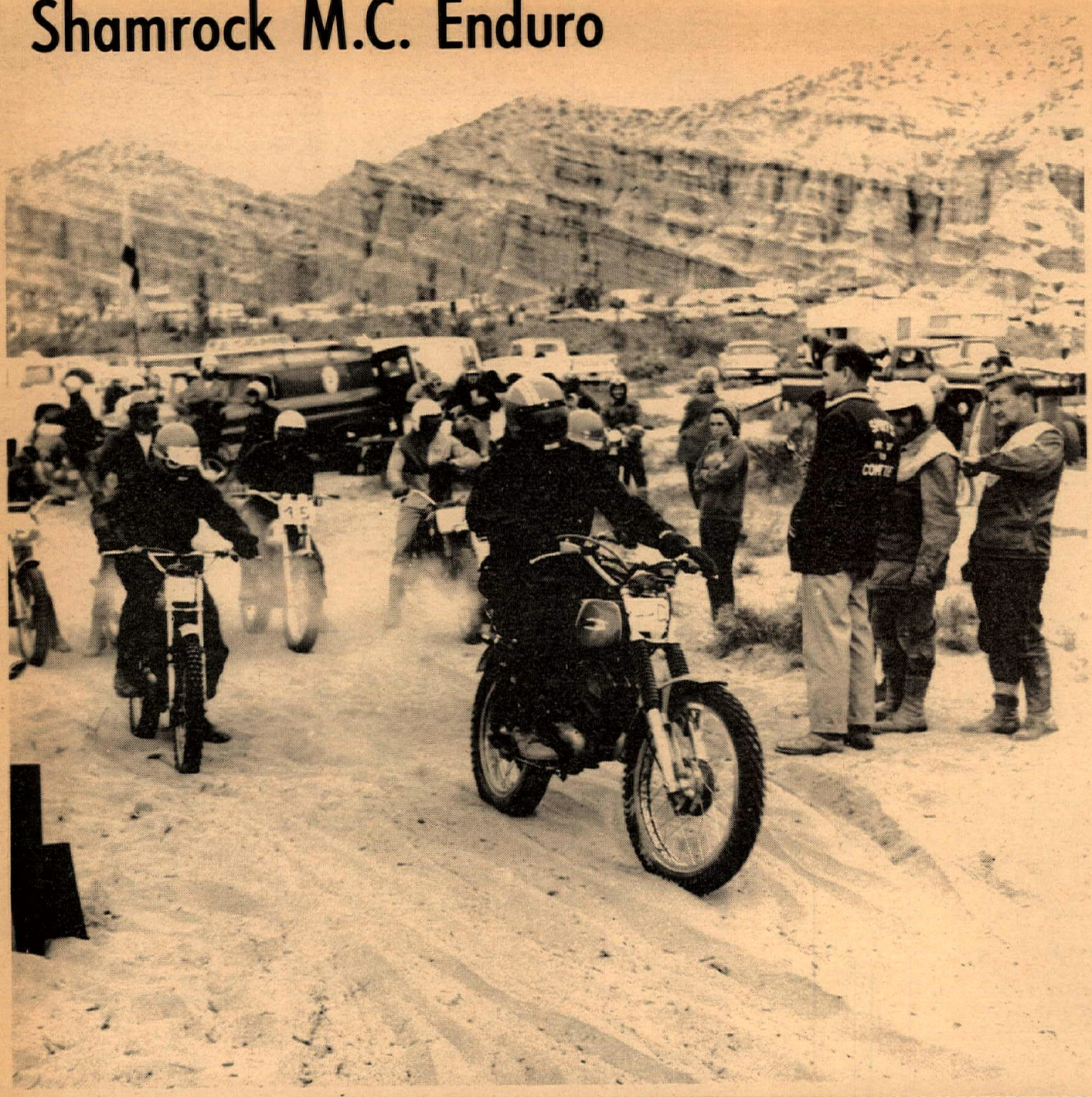
Novice Main Event – 4/26/69 – Don Emde, Suzuki X6R Hustler

Don Emde noted road racer has now taken to the dirt track in the style true to the Emde name. Sponsored by Floyd Emde Motorcycle in San Diego, Don made it three main event wins and two in a row for the season. The Suzuki X6R Hustler long in the winner's circle at road races everywhere has now invaded the dirt track, supremacy of other 2 cycle machines. Watch for things to come. Suzuki puts you in front to stay, Express yourself, Suzuki '69.

SUZUKI

U.S. Suzuki Motor Corp.
13767 Freeway Drive
Santa Fe Springs, Calif.

Shamrock M.C. Enduro



By Dick Wright

REDROCK CANYON, Cal., May 4– Steep canyon walls framed the starting point for Sunday's annual Mojave Hospital Benefit Enduro. This event attracts more and more riders each year; 540 entrants made this a record breaker for the Shamrock M.C.

The course consisted of two loops of 50 miles each. The first loop was clocked at two hours and twenty-five minutes for an average of just over twenty miles per hour. Riders found mostly open trails with a few uphills and the famous "Sand Hill" next to Highway 14.

This hill starts almost straight down over cobby rocks, and then drops into deep, soft sand that comes up to the hubs of the too-slow riders. There were some real 'get-offs' here but there were also riders who used second gear and cruised down, making it look easy. Mike Hensley was one of the latter, riding with a girl on the back of his bike!

Those who finished on time had a half-hour lunch break and then it was on to the second loop.

Loop two was timed for two hours and twelve minutes and took the riders into the higher mountains.

This motorcyclist's version of a car rally proved to be a good family affair even though not everyone finished.

Physical condition, or lack of it, was important as many dropped out at the halfway point.

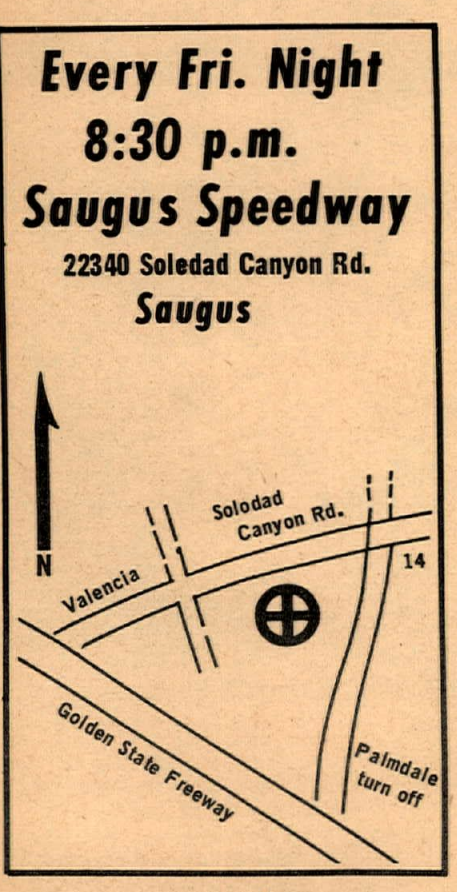
The Harley-Davidson team was out in full force and determined to win.

Those who made it all the way saw beautiful country to ride through and said they had lots of fun.

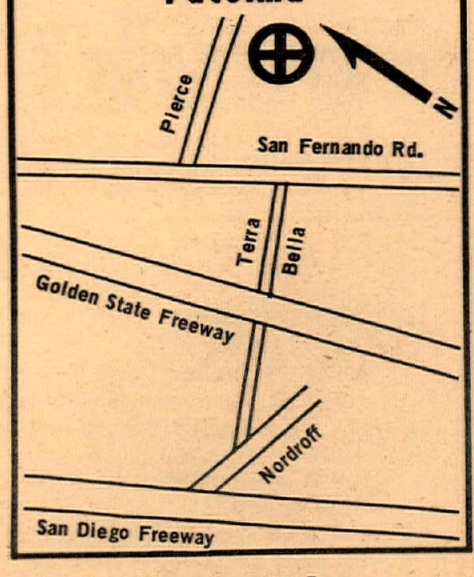
Complete results will be published when they are tabulated.

Dude Criswell Presents
Authentic European
Motorcycle SPEEDWAY

Every Fri. Night
8:30 p.m.
Saugus Speedway
22340 Soledad Canyon Rd.
Saugus



Every Sat. Night
8:30 p.m.
Whiteman Stadium
13020 Pierce St.
Pacoima



Admission $2.50
Children under 12 free
Free Parking

AFM Road Race

ORANGE COUNTY

Photos by Dennis Greene

EL TORO, CALIF. May 4 – Ralph White, drifting his factory Yamaha TD-2 through the turns, was the most talked-about rider at AFM's Orange County International Raceway roadshow. He finished second to Ron Pierce, which is no disgrace, and earned $40 for his performance.

Sidehack passenger Al Burnett, 28 years old, took the final checkered flag on the way to the hospital in the first sidecar tragedy since the spectacular chairs came on the scene. Racing close to another hack on the straightaway, the leading rig's engine suddenly coughed and slowed and Burnett's pilot was unable to avoid a collision. Al will be greatly missed by all who knew him. He is survived by his mother, wife and three children.

Art Baumann found the new turn one too sharp a couple of times, yet raced to a first place tie with Ron Grant in the open Senior Grand Prix. It was a race highlighted by the dual Commando duel between Jack Simmons and George Kerker. At the checkered, Simmons and Kerker rode down the straight laughing and giggling with their arms around each other. They'd had fun.

Mike Keen, riding a BSA Rocket 3, took the Open production win away from Simmons and Kerker, by riding a cool race, calming it on the corners and letting the horsepower work.

Course control was improved by acting honcho John McLaughlin. A green flag was shown on each corner while the course was clear. Volunteer radio communications were again provided by the International Racing Radio Crew.

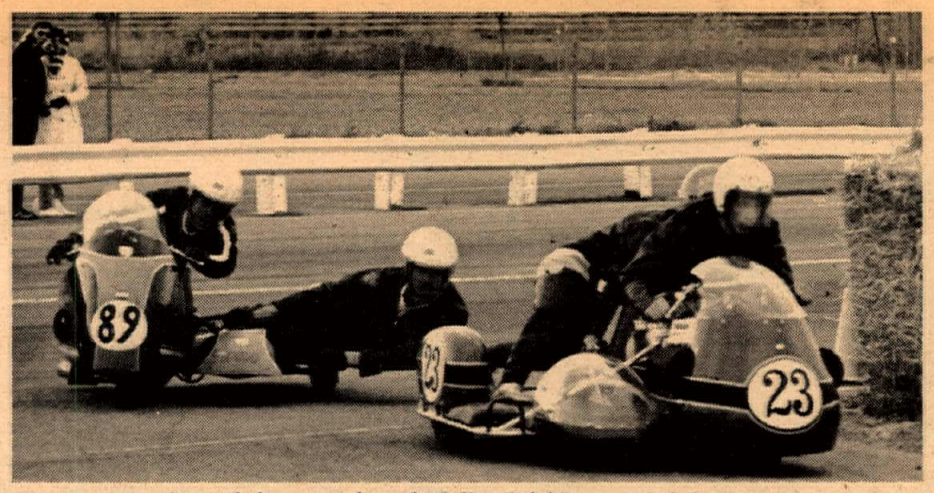
RESULTS:

0-175 JR. GP, Overall Finishing Position: Larry Williford, Duc, 175; Bob Nelson, Kaw., 175; Ray DeLong, Kaw, 175

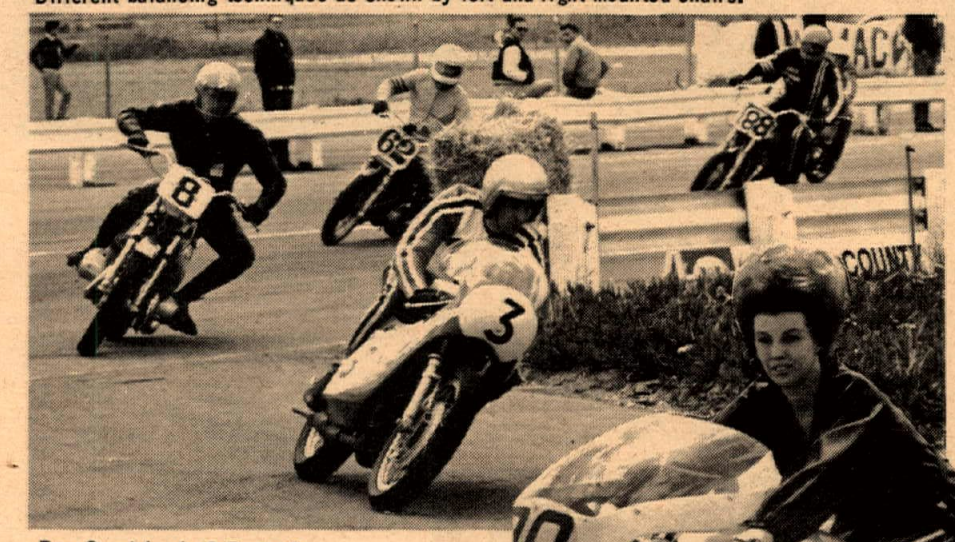
101-175 Sr. GP, Overall Finishing: Rudy Galindo, Yam, 125; Ralph LeClerq, Duc., 175; Hurley Wilvert, Hon., 125.

0-200 Production, Overall Finishing Jerry Zernickow, Kaw., 175; Bob Nelson, Kaw. 175cc; Ray DeLong, Kaw. 175cc.

Final 201-1000 Production: Mike Keen, BSA-3, 750; Jack Simmons, Nor. Com., 750; George Kerker, Nor. Com. 750.



Different balancing techniques as shown by left and right mounted chairs.



Ron Grant leads G.P. pack.

250 Sr. GP: Ron Pierce, Yam.; Ralph White, Yam., Art Baumann, Kaw.

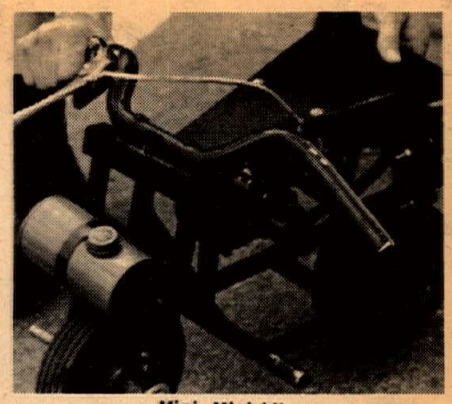
350 Sr. GP: Ron Pierce, Yam.; Don Emde, Yam.; Art Baumann, Kaw.

176-1000 Jr. GP, Overall Finish: Kelly Evans, Yam., 250; Jerry Boyer, Mat. 500; Bill Meyer, Duc. 250.

351-1000 Sr. GP: Ron Grant, Suz. 500; Art Baumann, Suz. 500 (tied); Jack Simmons, Nor. Com. 750.

Sidecars: Dean Hummer & Rulon Gulbransen, H-D.; Stan Shorrow & Lee Balisterr, Tri.; Dough Bingham & Ed Wade, BSA.

Art consultant Jan Rispoli adds to scenery.



Mini, Mini-bike.

Jack Simmons relaxes between events.

LEADERSHIP

KAWASAKI HAS IT

ACA Road Race – 4/27/69
500cc Production Class
1st Dave Damron – Kawasaki Mach III
2nd Bob Nelson – Kawasaki Mach III
175cc Production Class
1st Jerry Zernikow – Kawasaki 175
2nd Bob Nelson – Kawasaki 175

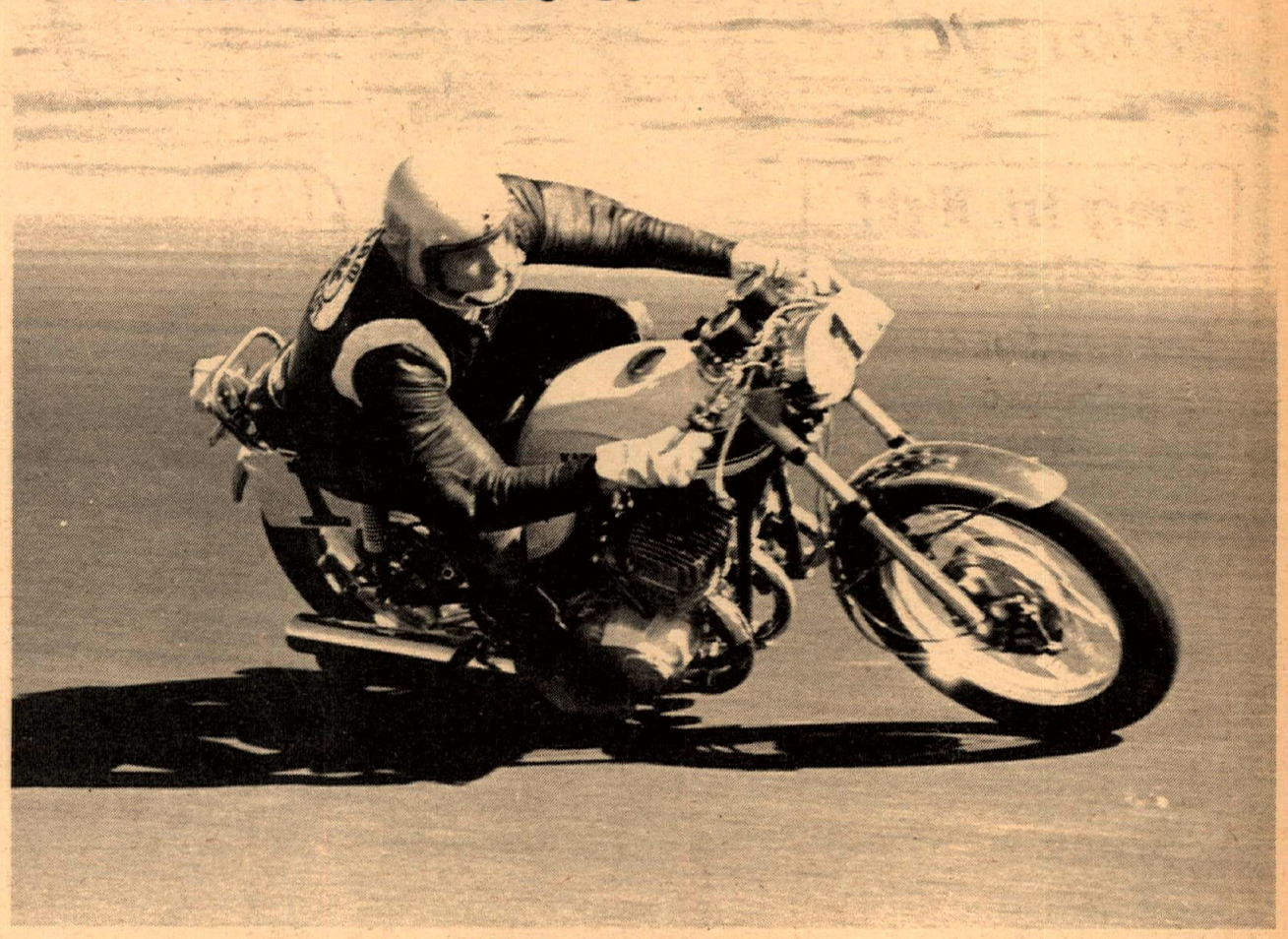
Bakersfield European Scrambles
April 27, 1969
Open Class
1st Mike Runyard – Kawasaki 238

Fremont Drag Races – 4/27/69
Doug Schwerna – Kawasaki Mach III
10.9 E.T. 127 MPH

Huntington Beach TT Scrambles
April 27, 1969
100cc Main
1st Mark Kruse – Kawasaki
2nd Steve Thomas – Kawasaki
250cc Main
1st Mike Toussau – Kawasaki
Sweepstakes
1st Mark Kruse – Kawasaki
2nd Mike Toussau – Kawasaki

AFM Road Race – Cotati
April 20, 1969
500cc Production Class
1st Tom Steele – Kawasaki Mach III
2nd Paul Frank – Kawasaki Mach III

S.M.R.A. Road Race 4/20/69
Austin, Texas
500cc Production Class
1st Jody Delgado – Kawasaki Mach III
500cc G.P. Class
1st Larry Beall – Kawasaki Mach III



Dave Damron – Mach III

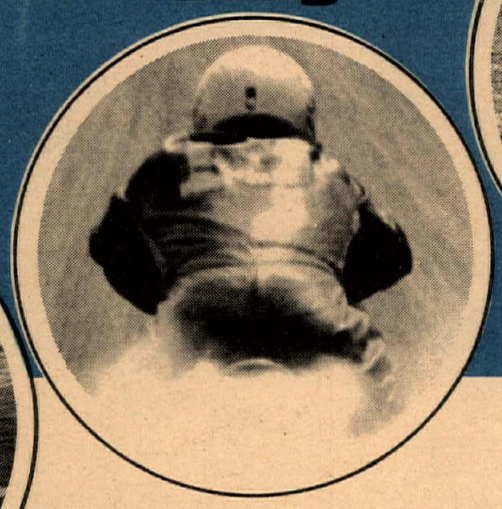
Kawasaki Motorcycles

Texas Cycle Circus

Road Race

Drag

Motocross



Left: Open Expert winner Rusty Bradley leads on a Trident. Drags and Motocross made up a full program in Austin, Texas

By Tom Beesley

AUSTIN, TEXAS April 20, 1969 – Austin Dragway Park hosted a most spectacular display of motorcycle racing. Triple header action started shortly after noon with the running of the drag races and motocross events simultaneously and then moved into the crash-filled road racing program.

The motocross races were held in the infield of the road course and proved to be a real challenge to the sixty-odd dirt riders that had assembled. Gary Bigley (Yamaha), Bill Kasson (Yamaha), and George Parks (Penton), emerged from the swarm of 125cc bikes to take the first three places.

Young Austinite Jack O'Leary went wire to wire winning the 250cc class on a Yamaha sponsored by his dad. Ed Terrell (Husqvarna) paced the rest of the pack to take second.

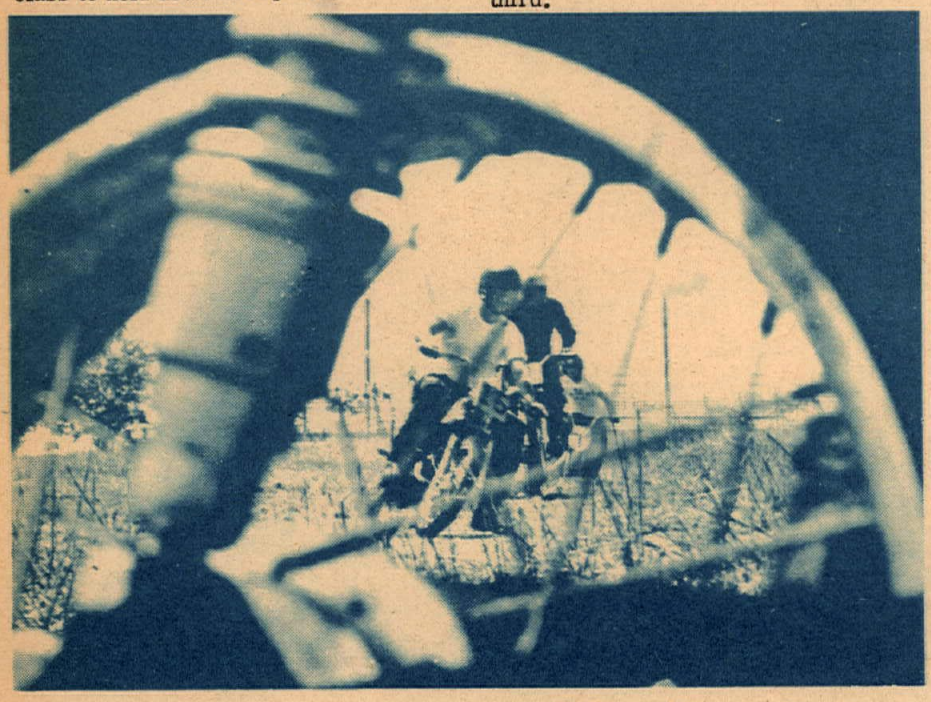
Montesa mounted John (Light Brown) Lancione of Dallas outclassed the open class to hold down first place.

Kawasaki at over 100 mph and slid some three hundred feet to acquire more than his share of the road racers' common enemy, 'asphalt rash'. It was really going around Sunday.

In the lightweight classes Danny Forke (Honda) was the first racer to get the checkered flag in the 200cc stock production races. Danny was one of three riders who took first place for Dan Antilley's Honda of San Antonio. Bently Hardwick, who later had a bad spill, won second on a Suzuki.

A charging newcomer from Houston, Lynn Kile (Suzuki), swept the 250cc stock production races. Running 2 and 3 were Tommy Byars (Suzuki) and David Broyles (Bultaco).

The pace quickened and the crowd came alive as the first of the three-bangers debuted in the 500cc SP classes with Jody Delgado (Kawasaki) home first, Jim Schwartz (Yamaha) second, and Doug Taylor (Kawasaki) third. And then as if that was not enough, the climax came with the running of the 750cc class. Virgil Davenport (Trident) from Big "D" Cycle Center convinced the doubters that he and Triumph could handle them all. Holding down second for the entire race was Norton mounted Art Ninci of Kansas City with Wesley Crane (BSA) third.



John (15) Simon of Copperas Cove, Texas on a Hodaka.

In the drag races the 3-cylinder jobs looked like the ones to beat in the bigger motors. A Trident prepared by Jack Wilson of Dallas took stock bike and a Kawasaki from Honda of San Antonio won modified bike. Top Eliminator was won by Dan James who has to have one of the largest "Hogs" breathing.

The new road racing three-bangers have brought more than just another cylinder and additional horsepower; they have created a new ball game all together. There is a great new sound, greater speeds, better course times, and a tremendous amount of newly generated enthusiasm among the dealers and riders.

And then came the road racers, real mind-benders. Their show was tire smoke, horsepower, and guts. When these guys bust the throttle on and the tire boils in a full lock broadslide the guard rail is always a good candidate to capture a few that get too close. Jimmy Anderson of Dallas unloaded from his

After a breather the GP classes got underway with the start of the 100cc class. Four good riders and different machines swapped the lead several times before the checkered flag came out. It was Yamaha 1, 2, and 3 with Bultaco coming in fourth. Daryl Hurst, Willard Kelly, Johnny Cone (13 years old) finished in that order.

Once again the tempo picked up as the 200cc GP class came to the starting line and Mike Odem took the lead only to be ousted in lap four by Jim Lutz. Lutz (Bultaco) won putting Odem (Suzuki) second.

Jet Thorp of Brownwood made his move in the last lap to win the 250cc GP class when Jimmy Anderson took his unexpected tumble. Jet, on a works Yamaha held off Winston Stelter (Yamaha) second, Pete Gibbs Yamaha rider from Cow Town third, and Lynn Kile (Suzuki) fourth.

Three was the magic number for cylinders in the next race. Larry Beall (Kawasaki) moved out to lead the 500cc GP class, but was passed four times by the same rider before winning the eight lap event. Larry mentioned after the races that J.C. Klusmeyer (Ducati) of Odessa "just wouldn't give up" and at times wondered if he would be able to hold him off. Running in third was another Kawasak ridden by Jody Delgado and coming in fourth was "Wild Man" Bennie Campbell on a Suzuki.

Jimmy Anderson unloads at close to 100 mph on a 250cc Kawasaki.

Jimmy walked away nursing a bad case of asphalt rash.

The 750cc GP class brought the Tridents back to the starting line and as the bikes stretched out, Rusty Bradley (Triumph) put a hole shot on everybody only to retire in lap four. Moving into first was team mate Virgil Davenport (Triumph), followed closely by J.C. Klusmeyer (Ducati), with Art Ninci (Norton) third, and fourth was John Minonno on a Triumph.

The GP Grand Final events were the most exciting of the day as the riders and classes were mixed allowing the three cylinder Kawasakis and Triumphs to do battle together. First round action saw the 0 to 200cc machines mix it up with the winning expert being Mike Odem of Dallas on his potent Suzuki and the winning sportsman Jim Lutz of Fort Worth on a works Bultaco out of Curtis Terry's Honda.

Jet Thorp dominated the 250cc GP expert riders with Bennie Campbell of San Antonio blasting off all the sportsman riders with his factory Suzuki.

The call went out for all big motors at the starting line and the pits came alive, but above it all was heard the unmistakable sound of Rusty Bradley's Trident. After the Triumph quit in the heat Jack Wilson built another fire in the machine and Rusty was all smiles as he approached the mark for the start of the Open Grand Final. The flag dropped and twenty-one bikes charged the #1 turn with Rusty and Larry Beall rounding it first. Rusty of Dallas was the expert winner with Larry of Houston the sportsman winner on a Kawasaki.

The next triple header will be held May 18, at Green Valley Raceway located north of Fort Worth, Texas. There will be drag races, motocross, and the regular road racing program. Additional information may be had by contacting SMRA, 2507 TCU Avenue, San Angelo, Texas 76901.

(Results on page 20)

COOLEY'S COLUMN

As they did last year, motocross riders and enthusiasts will have the opportunity to compete with and see the European Torsten Hallman, Frans Sigmans, Torleif Hansen and Olle Petersson at Saddleback Park in Southern California on Friday, July 4th, then again on the 6th of July in Denver, Colorado and on the 13th of July at the Champion Motocross Track in San Francisco, located across from Candlestick Park. It looks as though this is the beginning of a small summer international series to be held in several cities in the western part of the United States. The addition of Denver, we hope, will build more motocross interest in this part of the country.

Dates are now being finalized for the Inter-Am series which will start in Pepperell, Mass. in October and come across the United States, with the last event again being at Saddleback Park in December.

Adopt-A-Rider Plan

Edison Dye, the originator of this Inter-Am motocross series, and one of the people first willing to bring Europeans to this country to participate, has come up with a pretty fantastic proposal. In the past, most of the riders coming to the United States have been the top riders in either their country or the world, and there are many young enthusiastic motocross racers who would like to come to the United States. But the tremendous cost of bringing them to this country, as well as financially supporting them here, makes it prohibitive for either Mr. Dye to bring them over or for the promoters to afford to pay the necessary guaranteed start money so these riders can live while they are in this country.

Mr. Dye's idea is that the promoters or he might be able to pay their way over here if some of the local clubs in the United States would "adopt" a rider while in this country. Naturally, the rider would wear the club colors and would actually represent the club while participating in international motocrosses in the U.S. The club would re responsible for feeding and housing him and providing him with some of the bare necessities. The club could do this either monetarily or have the rider stay with the members while he is here which, to me, sounds like a great idea.

There is even the possibility that some of these young riders could represent the club while participating in local events back in his own country. It is a great thought and a thoroughly practical idea, once the details have been worked out.

Also, we might be able to work out an exchange where some of the European clubs could house our riders as well for short stays, and they could participate in local races there for experience. The initial cost of getting the rider from one part of the world to another is not too great, especially since group ticket prices can be arranged, but the cost of supporting him while in a foreign country is the determining factor.

Mr. Dye seems to have an excellent idea. If any club or anyone reading this column would care to contact us, we would like to discuss some of the details with you.

Ken Russell O.K.

Many who were out at Willow Springs for the road races on Sunday, April 27th, were probably very concerned about Ken Russell's condition. We are happy to report he was not very seriously injured; he suffered a mild concussion but was released from the hospital that evening.

PENTON
2 100-125cc Pentons only $645.00
Penton
Walt Axthelm's
Triumph-Suzuki Motors
1049 West 5th St., Pomona, Calif.
(714) 629-8642

TRIUMPH® WINS 'EM

I

FIRST OVERALL

S.M.R.A. Unlimited
Open Production Road Race,
Austin, Texas
April 20, 1969

VIRGIL DAVENPORT
Triumph Trident

II

FIRST OVERALL

A.C.A. Open Production
Road Race, Willow
Springs, Calif.
April 27, 1969

ROLAND PAGAN
Triumph Trident

III

FIRST Open Class

TT-Scrambles, Perris,
Calif. Recreational
Track
April 26, 1969

MIKE POSEY
Triumph Bonneville

You May Not
Need All That Speed...
But It's Nice To Know It's There!

(At your Triumph dealer's now)

How I Went To Europe, Raced Motocross And Grew In Understanding

By Russ Darnell

Continued from last week

The next time I raced was at Tilton, which was the first round of the British Championship. Again I rode the 400 for Bryan Leask. Tilton was very grassy, and there was snow on the ground. Very slick! In the 500 class, I led the race for the first lap then Dave Nichol, a BSA works rider, passed me when I missed a shift. I then remained second until the last lap a hundred yards from the finish when I fouled a plug. It was uphill to the finish and I could not push it so I was out. My wife, Cheri, said the announcer at Tilton was really yelling about me when I was in the lead, and then second. No one at the race had seen an American rider before, so I hope I made a good impression.

I bought a Mercedes diesel from Dave, and we bought a 140foot house trailer in Belgium. We left from Dover on the boat to Zebrugge on the 14th of March. Dave and John Banks went with us on their way to a race in Holland. We arrived in Gent, Belgium at about 6 in the evening. Gent is where our home base is now. All our mail comes here. We stayed the night in Gent, and the next day headed for St. Antonis, Holland. We decided to go to the races to watch because it was right on our way to Sweden, where we were going to the Husqvarna factory.

At St. Antonis we were treated to some real European racing atmosphere for the first time. It is really like a circus. They have a parade and music, all the countries' flags flying, and hundreds of little stands to get things to eat. Very colorful. Dave led the 500 class until he had trouble, then Hammargren took over to win. Torsten Hallman ran into a man walking along the course selling french fries and knocked the poor guy's potatoes all over the track. The crowd loved it.

From St. Antonis we crossed Holland, Germany (where we were snowed in for one night), Denmark, then Sweden. We arrived at the factory at 4 in the evening of March 19th. Next day went to the factory, and took a tour guided by my friend Gunnar Lindstom who works in development for Husky. The day after I picked out my new bike, a 400cc hot off the assembly line, and they gave my wife a guided tour of the sewing machine factory. The sewing machine part of the plant is very large and ultra modern. We stayed with Gunnar at his house, then left the next morning for a Husqvarna training school in the south of Sweden. Bill Niellson was the leader of the school. Bengt Aberg was there and also Bengt Arnne Bonne, Swedish champion.

In the morning we would go for a run cross-country. We ran from six to eight miles a day, and at the end of each mile we would stop to exercise! Niellson is really fit. After the run we took a sauna bath, then an ice cold shower. After lunch we went to different race courses to ride for four or five hours. Nill taught a school at each of these sessions and I learned some good things about proper technique. He didn't just say go faster, he told how, then Bengt Aberg would demonstrate. After the school (which lasted for one week) we returned to the factory to get a paper to clear the bike through all the customs we have to pass through.

We returned to Belgium by about the same route as we had come and got back to Gent at 6:30 p.m. on the 23rd of March. We got a race for the weekend, so we just sort of relaxed all week long. My first European race was at Marche en Fammen in Belgium. We camped in the pits the night before the race. After we had gone to bed, we awoke to bright flashing lights and a honking horn. It was Dave and his mechanic Sten pulling in beside us with Dave's trailer.

RUSS DARNELL is an American who is living and racing in Europe this season, sponsored by the Husqvarna factory and Edison Dye.

The course was lined with trees; quite dangerous. On one bad downhill section, Torlief Hansen broke his leg when he hit a tree. I did not do very well as I got a twenty-fourth and a twentieth. We traveled to Louvain next as it was a two-day event.

At Louvain they had a big tent featuring go-go girls, loud music and cheap beer. I got a good start in this race, and was next to Hallman until a CZ rider crashed in front of me and I went down also. Another CZ rider ran into me as I was getting up and knocked me down again, and bent my rear fender down on the tyre. Pulled that back up and went on. Finally worked my way up to twentieth. Not the same as home I'll guarantee you. The competition is really tough. I like it.

My next contract was at Paal the next weekend. We leave on the day before the race so I can look things over and sometimes get a little practice on the course. My wife made dinner while I practiced for about ten laps, then we ate, wrote letters and went to bed. About 10:30 we were awakened again by flashing lights and honking horns. Dave again with John Banks this time. They beat on the door of my trailer until I came out. John brought me a big sack of frites (french fries) and he didn't want them to get cold.

Next day was very nice. The weather was sunny and hot, between the times it rained and snowed. I'm not kidding. It was 80 degrees and hot then it would rain all of a sudden or snow. Very peculiar! In the two legs of the race I got a seventeenth and a fifteenth, and in the first leg I got hit in the face with a big rock. That hurt. Split both my lips open. John led the first leg until his throttle stuck open and he had to retire. Dave got third both times. John got fourth in the last one.

My next race was the 20th of April, yesterday. The event was at Stokrooi in Belgium. We got to the course on Saturday and I practiced until the bike ran out of gas. Then I refilled and went out again. The course was very rough and had some nice banked corners. A lot of sand and trees.

In the first race (there were two, 25 minutes long) I got a fair start and was in about 14th position and coming up. On the tenth lap I tried to go into a bank too hard and the bank gave way letting me down. I lost some places and just as I passed them back I fell in the same spot because the bank gave away again. On the very next lap I laid into a deep groove between some trees to find that someone had fallen and knocked the grove down. I went straight into a tree but did not fall. I did finish the race in about 20th place.

The next race I rode smoothly and without mishap, coming from last to 14th at the finish. The course was the roughest thing I have ever ridden. It was so rough that both front and rear suspension would bottom at the same time. There were many endos and bad crashes. Also I saw four bikes with broken frames, none of them Huskies. I am learning over here. It is difficult but I know American riders can be as good as any in the world.

(Continued Next Week)

RIDE TO VICTORY ON THE MOTOCROSS CHOSEN BY WORLD CHAMPION PAUL FRIEDRICHS

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SPECIFICATIONS

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Stroke	64mm	72mm
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Dry Weight	227 lbs.	234 lbs.

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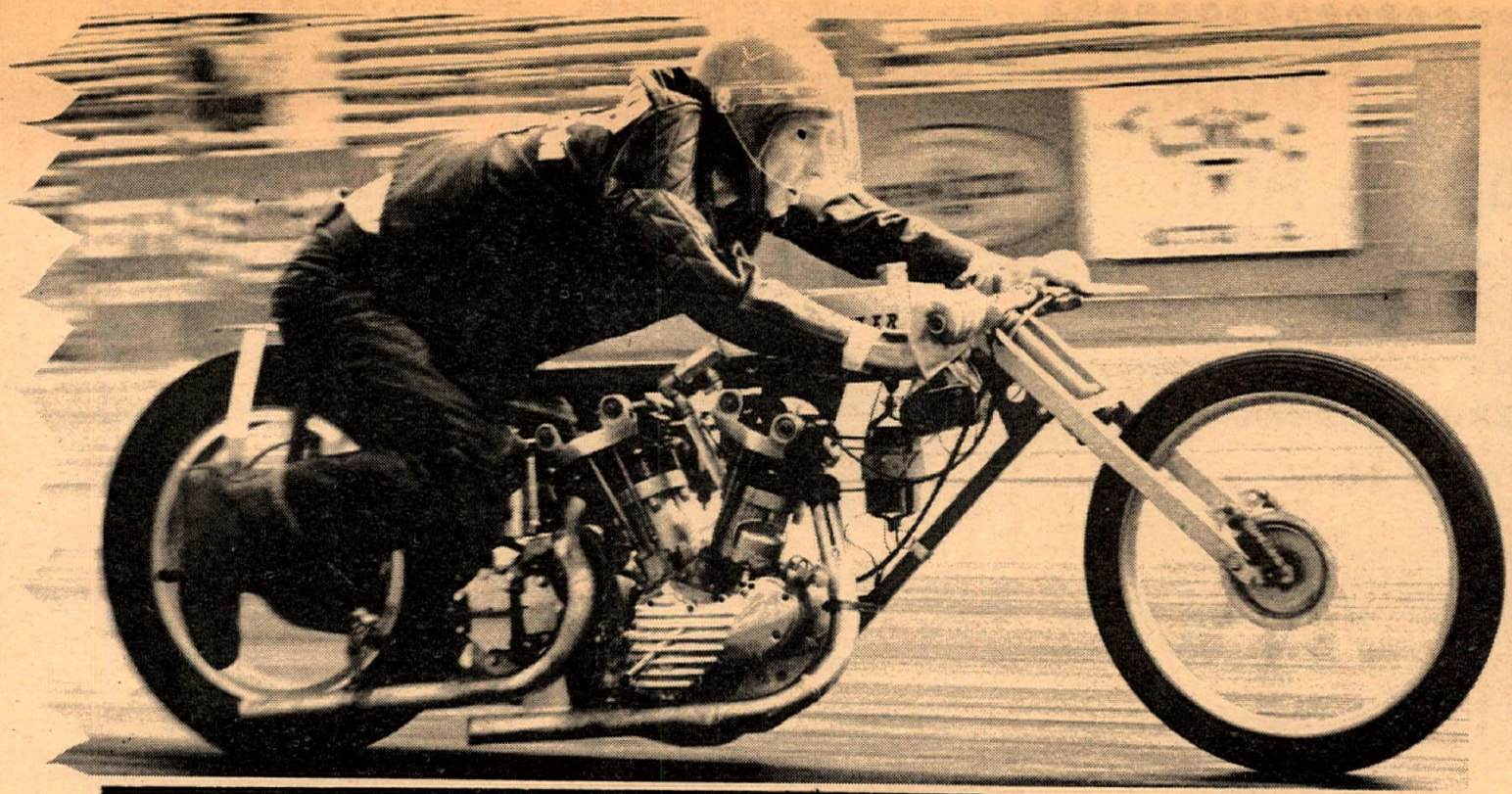


Bill Chambers pushed his 'knucklehead' to 139 mph to take Top Bike honors.

The Drag Race Scene

By Dan Zeman

Bill Chambers put in many hours of work in the past few months on his bike "The Hustler". Each week Bill learned a little more and went a little faster. Sunday, the 27th, all this hard work finally began to pay off. Bill worked his E.T. down to 10.19 and in doing so, took the Top Bike honors.

When Bill crossed the finish line first on his final run against Jeff Gough, he was probably happy enough to jump up and down. It wasn't the wise thing to do at 139 mph so his wife Janie took care of that for him at the starting line. Bill says he has to give his sponsor, Pomona Harley-Davidson a lot of credit and it wouldn't have been possible without their help. Bill also says he keeps notes on what he learns after each run and that someone (unknown) took or borrowed these notes and didn't return them. If anybody knows of the whereabouts of these notes, please contact Bill Chambers or myself. After all, the things Bill learned, he had to learn by himself and these notes won't do anybody else any good without Bill's personal know-how. This is the first time for more than a year that we had any problems of anybody taking another persons belongings. The average drag racer is a hard working, honest person and there is no room at Lions for dishonesty.

Joe Smith showed up. He only made one run to try out one of his new theories. He must have done the right thing. He turned a 9.72 E.T. and 154 mph. Joe says he bought a new house and is in the process of painting the kitchen, so he couldn't stay around for eliminations.

Jeff Gough is having turning problems. His machine coughs half-way down the strip then cleans out and still turns over 140 mph. (How do you explain that?)

Alex Weissman took Top Gas on his Triumph. Alex is getting used to this type of machine and speed. Last year, Alex was riding a street class, B.M.W. He says he digs this type of racing. Slex's closest contender was Bob Braverman on his Kawasaki 3. Bob's best of the day was 11.66 E.T. and 117.35 mph. I can't say that's bad for a 500.

Charlie Cash built another new frame for his 250 Suzuki. This is the second frame he has built in three months. The first one didn't handle the way Charlie wanted it to, so he built a better one. Charlie made easy runs to check it out and found the engine mounts giving so decided to hang it up until next week.

H.D. of Inglewood took Top Modified for the second week in a row. They donated the ten dollar bill that was won to the July 4th meet just as they did last week.

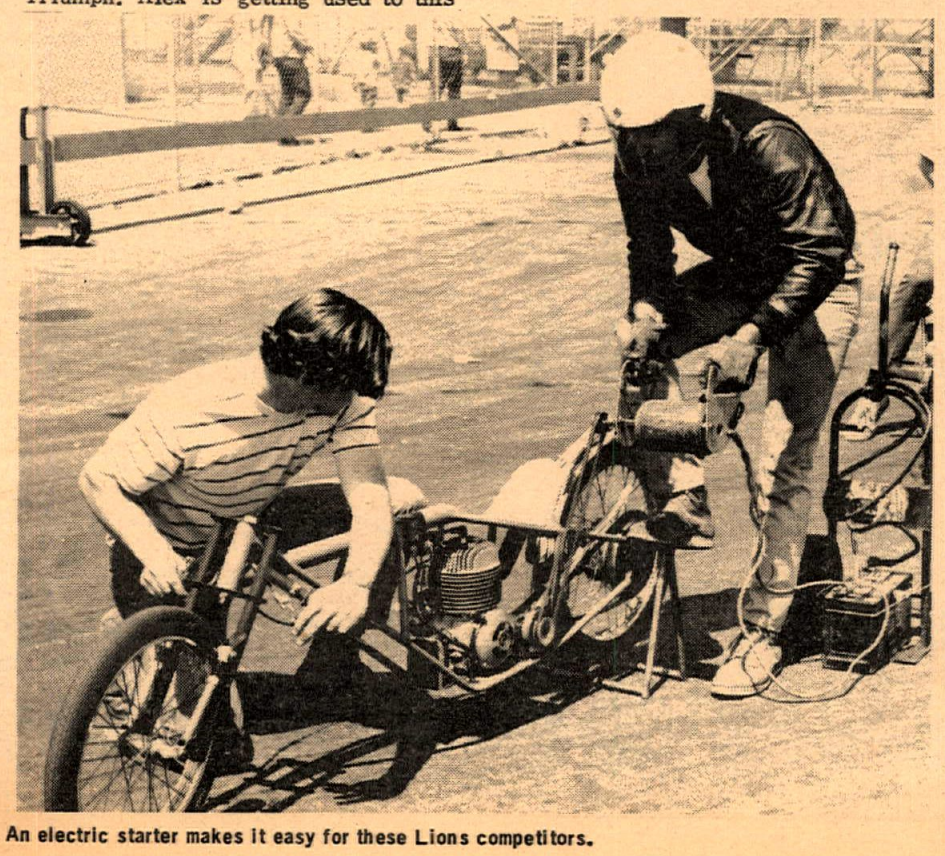
Ron Sommers beat "Dirty Old Man" Murphy in D class. The D.O.M. turned on the big red eye, giving Sommers easy victory.

Stan Smith and Don Green were out with their road racers. These guys come down quite often and say it helps in tuning.

Kawasaki was the one to beat in Street Division. Dirk Luijt rode the bike for the trial runs. Dirk let his buddy, Jim Goodeau take over in eliminations. Jack Linn was also in that class on a Suzuki and Dirk wasn't about to take any chances.

Another week has passed and not much more in donations toward the July 4th event. The following is what we have to date: Lions $1,000.00, Dan Zeman $25., Betty Nichols $25.00, 2-Stroke Modification $25.00, Ed Roth (Chopper's Magazine) $25.00, Pete Devlin $5.00, Don Green $5.00 and H.D. of Inglewood $20. This brings the total to $1,130.00.

Some of the dealers I've talked to ask what's in it for them? For one thing, they get a little bit of advertisement. The biggest thing is the sport itself. Anything that makes motorcycling a little more popular in any event helps business in plenty of ways.



An electric starter makes it easy for these Lions competitors.

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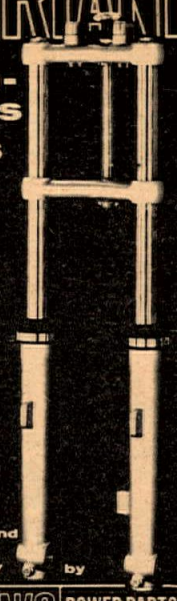

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1st Carl Byers — Hodaka
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3 WAY TIE
In Golden State Series

By John Shedd

SADDLEBACK PARK, ORANGE, Cal., May 4 – The Golden State Motocross Series has reached the half-way point and the whole thing is still up for grabs with a three-way tie for first. Gary Baiely has piled up 18 points as have juniors Paul Harber and Bruce Baron. The CMC says there will no tie and that the series will go on past the planned six events if necessary. Final event scheduled is June 15 at Carlsbad, Calif.

At one time, it was a safe bet that either Lars Larsson or Gary Bailey would win the 125cc senior class, but things have changed somewhat. Bultaco mounted Tom Rapp has done his share to change it. Tom sailed in for the win in the first moto, but he had to follow Sachs mounted Preston Petty in in the second two. Preston didn't make the first moto so Tom was content with second in the last two, knowing it would still give him the win.

Gary Bailey's biggest problem in winning the 250cc senior class came in the first lap of the first moto when his Greeves lost its seat, but seven laps on the pegs didn't seem to slow the Ironman. Bill Silverthorn finished second with Jim Wilson third and Tim Hart forth on his new Montesa.

Paul Harber almost blew his six points by finishing fourth in the first moto, but he came back to win the last two and was top man by 27 points.

Jim Wilson was looking for his first win in the series, had things going his way until the last lap of the second moto. He kept the digging wheels of Chuck Minert, Tim Hart, Lars Larsson and Gary Bailey behind him in the first moto and took the win.

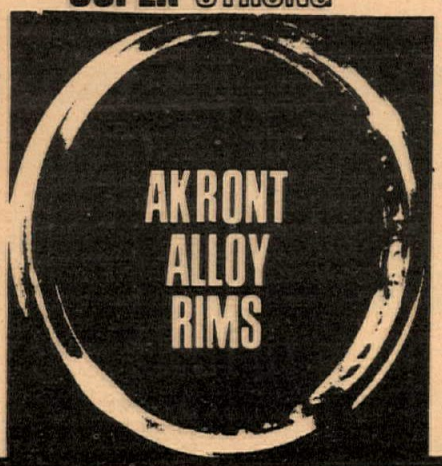
Just after taking the last lap flag in the second moto, with BSA mounted Minert and Greeves mounted Gary Bailey fighting it out for second behind him, Wilson met his problems. His frame broke completely in half and as the front wheel, forks and handlebars went one way and the rest of the machine another, Jim plowed up the turf in between. He escaped with only a few cuts and bruises, and Bailey chuckled on to win the moto and the class.

Next week it's back to Carlsbad for the fourth event. The race will be held on the old course, and it's in top notch shape for the event.

At the June first event the CMC will put another feather in its hat. They will have programs. Not just for this one race but for all of the CMC races thereafter.

(Results on page 20)

SUPER LIGHT
SUPER STRONG



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S.M.R.A. Motocross
Austin, Texas
April 20, 1969
360cc Class
1st John Lancione–Montesa Capra

Aurora Speedway
Portland, Ore.
April 20, 1969
250cc Class
1st Don McShane–Montesa Capra

ACA Motocross
Saddleback Park
April 20, 1969
500cc Senior Class
1st Tim Hart–Montesa Capra

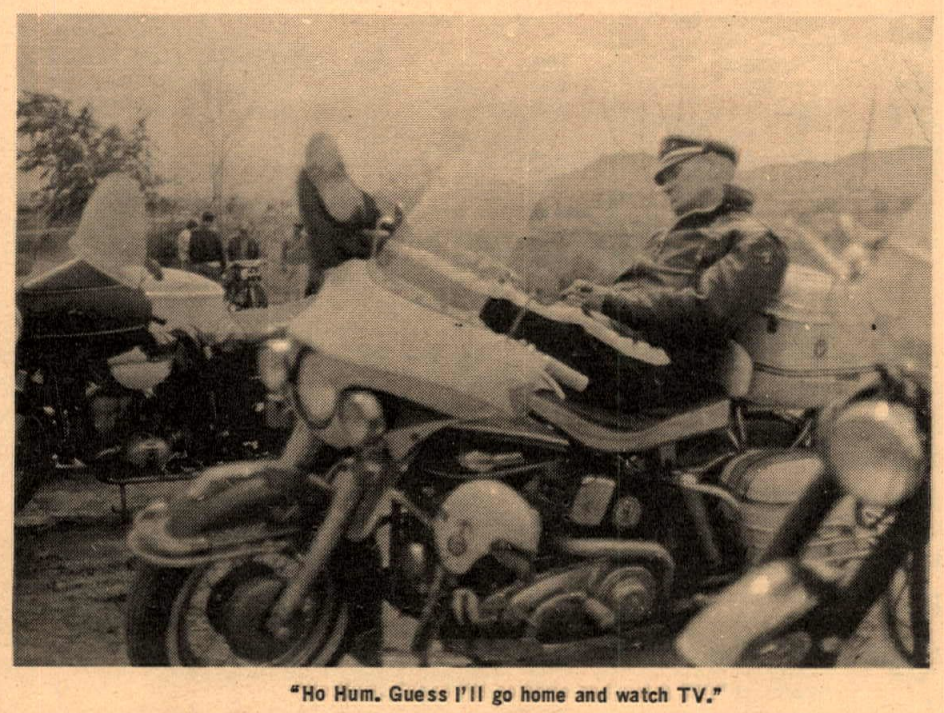
San Diego English Trials
Miramar, Cal.
April 13, 1969
Masters Class
1st Bob Nickelsen–Montesa Cota

Champion Speedway
Motocross
April 20, 1969
250 Am/Ex. Class
1st Bob Grossi–Montesa Capra

VIVA
Montesa

Road Ride Ends At Perris TT

Above: C.H. Wheat. Left Jimmy Stein.



"Ho Hum. Guess I'll go home and watch TV."

By Pat Dempsey

PERRIS, CAL., May 4 – Coffee was being served at Long Beach Harley-Davidson while the lightweights were starting to run at Perris in a combined road run and TT race sponsored by the Oxnard M.C.

Riders coming from the south arrived at the starting point with wet knees and tummies from rain showers in that direction.

Rider turnout at the racetrack was on the light side, perhaps from the threat of rain and because it was a non-point race, but those in attendance put on a good show.

C.H. Wheat and Mike Posey dueled all day. In the first heat Posey led with Wheat pressing all the way and in the second Wheat led and Posey pressed. Posey fell in the expert moto but still finished second behind Wheat. Vince Graves finished a strong third.

Jimmy Stein rode hard to a second place in the 250cc novice class on a 125cc Yamaha, and won the 175-200cc class on the same bike.

road run trophy winners;

Riders: 1st Bertrand Bratsch, 2nd Freddie Gorley, 3rd Esvan Mosby.

Passengers: 1st Evel Yn, raceman, 2nd Ray Sandcan, 3rd Martha Palmer.

Stock Motorcycles: 1st David E. Johnson, 2nd Joe Tominson.

Modified Stock: 1st Ruth G. Farley, 2nd Leo Rankin.

Semi Custom: 1st Louis Albright, 2nd D.D. Street.

Custom: 1st Melvin Magnet, 2nd Eswan Mosby.

Sidecar: Don Garner.

Largest Club: Artesia Pioneers (18 members).

Long Distance Clubs: 1st Bakersfield Reveleers, 2nd Terrapins, San Diego.

Sweepstakes: Joe Lloyd

TT RESULTS:

250cc Novice: Bob Greenstreet, Bul; Jimmy Stein, Yam.

350cc Moto: Lance E. Bailey, Hon; James R. Slocumb, Honda.

Novice & Amateur Moto: Mark Bailey, Hon; Fredie Corley, Tri; Perry Armstrong, Tri.

Expert Moto: C.H. Wheat, Mai; Mike Posey, Tri; Vince Graves, Suz.

Sweepstakes: C.H. Wheat/

LIGHTWEIGHTS

100cc Nov: Terry Stanford, B.S.; Tom Stanford, Hod.; Charles Karges, Hod.

100cc Nov.: Richard Sanders, Kaw.; Mark Baily, Hon.; Kim Busk, Suz.

200cc & 175cc: Jimmy Stein, Yam.; Mark Baily, Tri.; Tom Heard, Bul.

250cc Nov: Bob Greenstreet, Bul.; Wayne Whisenant, Tri.; Pat Lynch, Suz.

250cc Expert: Bob Saunders, Bul.; Vince Graves, Suz.; Larry Taylor, Bul.

Lawwill Takes Cumberland

By Ed Youngblood

CUMBERLAND, MARYLAND, May 4 – The best amateur and expert riders traveling the AMA circuit gathered under the massive bluffs and mountains surrounding the Cumberland Raceway for the first half-mile dirt track National of the season.

A field of 37 Experts and 34 Amateurs were present on Cumberland's aprong and by 2 p.m. time trials had begun. For all practical purposes they were over in one minute. Mert Lawwill was first off the pad and blasted around the track on his Harley-Davidson in 26.63 to cut down the old record of 26.68 set by Larry Palmgren on a fast and tacky twilight track one year ago. Bart Markel posted the second fastest time and Grand National Champion Gary Nixon settled for third.

The fastest Amateur was Marshall Becker with a time of 27.77. Impressive laps were turned by Dick Mann and Yvon Duhamel.

Mann is aboard a BSA twin this year and anyone who has made predictions about the waning of his career is going to find himself wrong. Under the old rules Mann either had to switch bikes or whip a dead horse and faithful Dick wasn't about to switch. Now that he is on a BSA that is competitive he is looking as fast and forceful as ever.

Duhamel was also on a swift BSA twin and he was well into a lap that looked even faster than Lawwill's when he kicked into the third turn and lost the rubber from his left footpeg. He was down on his back for 50 feet, then back on his feet and running to his busted motorcycle. Duhamel was able to race but his battered BSA was in no shape to put him into the finals.

Mert Lawwill on way to Maryland National Win.

After an intermission that included fireworks, music, and a parade by 20 Motor Maids, the Amateurs lined up for their heats.

Don Castro and Dave Aldana had come out from the Coast to put it on the Eastern riders and found a good share of competition in Charles Seale, Charles Chapple, and Robin Martin. Seale, Martin, and Castro took the three heats, respectively. Castro's race was the fastest of the three even though he took a relaxed ride running a full straight ahead of the second man with little effort. Besides Castro the other Cumberland Amateurs looked like rank novices but lady luck was to intervene during the final.

When the Expert heat got underway it looked like another benefit race for Bart Markel. Dick Mann beat Lawwill to the line for the first heat but in the second race Markel stormed away from everyone, beating Mann's time by over 1/2 second.

Cal Rayborn led Gary Nixon across the line in the third heat, running almost a full second behind Mann's time. But, like Castro, Markel was soon to find luck a cycle playmate.

In the Amateur final, Castro began a repeat performance of his heat race but on the third lap his Triumph began to spew fuel from a broken line. As his carburetor bowls ran dry he shut down and rolled into the pits.

For the remainder of the race, Dave Aldana and Robin Martin did battle with Martin leading in the early laps. The two are a good match but it appeared that Martin was unfit for the 14 lap grind. They indulged in a spree of switching at the halfway point with Aldana taking over

(Continued on page 18)

Vardeman Wins South Gate

By B. Greaney

SOUTH GATE, Calif., April 23 – Tom Vardeman made it four main events, in that many weeks, Wed. night at Trojan Speedway in the 250cc Flattrack event. Vardeman, riding his Bultaco Sonic Weld cycle has managed to overcome four different contenders for the 250 Class. Latest cycle jockey to fall victim to his skill was Charles Gann, who rode a combination of cycles, first Bultaco and then a Harley, but neither helped the cause. Star Spangled Tom's winning streak is still unbroken.

The 100cc Flattrack events were dominated by Gary Scott on his Cimatti. Scott won his events with virtually no challenge from Scott Autrey or Jim Raymond, two very hot contenders in past weeks. As always, Lou Harmon made an excellent showing for himself by taking 2nd in the 100cc main. Until further notice the Flattrack program will be run on Thursday nights, in conjunction with the T.T. Show.

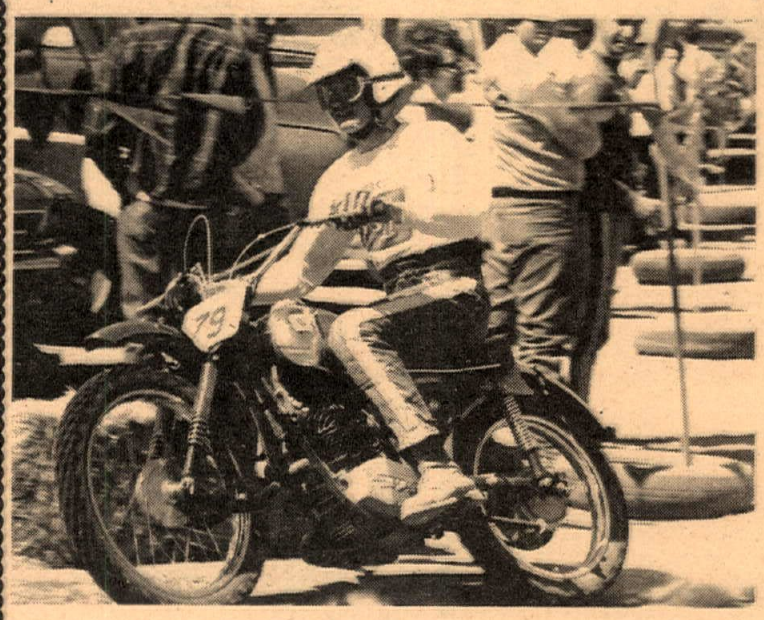
RESULTS:

250 Class Main Event: Tom Vardeman (Bul), Charles Gann (Bul), Mark Dolce (Honda), Jim Lemmons (Tri).

Trophy Dash: Vardeman.

100cc Main Event Class: Gary Scott (Cim); Lou Harmon (Hon); Whitney Blakeslee (Kaw); Lloyd Quinstad (Yam).

Trophy Dash: Scott.



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April 27, 1969
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Bakersfield – 4/25/69
125cc Senior Class
1st Mike Runyard – Sachs

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Out Of Retirement Omo Sets Fastest Time At Bay Mare

By Len Sipe

George Omo Senior.

SIMI, CALIF. May 4 – George Omo, the senior half of Omo & Son Motorcycle Sales in Ventura, Calif., set fastest time of the day at Sunday's Bay Mare TT Scrambles. Negotiating the 7/10-mile smooth dirt track on a flying 360 Montesa, Omo averaged a consistent 35.5 second lap time to win all three of his races.

Omo, in his early forties and having just become a grandfather, donned his leathers for the first time in a year and a half. His racing son is now in the service, so George Senior decided to uphold the dealership's honor by coming out of retirement.

Being the only Expert in the 500cc class, Omo was further handicapped by starting in the last row behind a pack of young Amateurs.

George was cheered on excitedly by his followers as he fought valiantly to take the lead during his three motos. Shaffer (441 Victor) and Bird (360 Bultaco) kept the pace up, swapping first, second and third with Omo all the way.

Steve and Mike Bast, talented speedway aces, kept first and second slots of the 200 Am/Expert class strictly in the family. The two brothers diced each other more fiercely than if they were strangers rivalling for the same pretty girl. They warred their Bultacos in an especially tight and fast duel in the second moto, leaving the rest of the field strung out behind as was their usual wont.

Yamaha received some effective advertising in the 125cc Amateur division. Hardison, Dawson, Fox – all mounted on AT-1 model Yamahas – came in first, second and third not only in their heat race but also in the main event. The AT-1 (Yamaha's 125 Enduro) is a neat little brother to the 250 Enduro, and just as competitive.

A new Novice displayed the advantages of starting out on a racing career with good equipment. A. Reed rode a spanking new X4-A Maico, with hardly a scratch on the gleaming yellow tank, and wound up on top of the 500 Novice class. There were times when the power and acceleration of Reed's West German steed was almost too much for him. But it's a forgiving beast, and Reed was able to stay out in front on the BSA Victors of Elliott and Peterson with out getting into serious trouble.

There was the usual gaggle of Hondas in the 350 Novice class and, not too surprisingly, the Japanese four-strokers came in first and third overall. But finishing second in the final standings (and winning the second moto) was the surprise of the day. Up there between the 350 and 305 Hondas of winner Wells and third place man Mosher was a Montgomery-Ward special: a Benelli 350 Mojave. The Mojave (pronounced "mo-HA-vee," if you please) handled well, sounded good, and R. Wilkenson was able to ride it in fine style.

Novice stunt man Ron Rondell kept in shape for the handlebar epics by winning the open class.

Results

350cc NOVICE MOTO

F. Wells	Hon
R. Wilkinson	Moj
S. Mosher	Hon
G. Herwick	Bul
T. Shumard	BSA
G. Kaszegerski	Hon
M. Lanphere	Yam
K. McGowan	Hon
R. Mandeville	Mon

350-500cc AM/EX. MOTO

G. Omo	Mon
J. Shaffer	BSA
D. Bird	Bul
B. Short	BSA
D. Burch	Bul

500Cc NOVICE MOTO

A. Reed	Mai
J. Elliott	BSA
W. Peterson	BSA
B. Bass	Hus
S. Lowell	Mon
D. Diaz	Tri
S. Chambers	BSA
M. Arrambide	Hon

OPEN NOV-AM. MOTO

R. Rondell	Tri
D. White	Tri
R. Carpenter	Bsa
F. Close	---

SIDEHACK MOTO

R. WHITNEY -Pilot	BSA
G. Perdue.-passen.	
F. Danielsen -pilot	BSA
G. Whitney -passen.	
D. Belt - pilot	Ben
D. Sarian - passen.	

100cc MAIN

D. Preston	Bul
S. Greshan	Bul
S. Sivage	Suz
R. Rondell, Jr.	Bri
G. Murphy	Hon
D. Rodgers	Bul
J. Carpenter	Hod

100-125cc AM. MAIN

B. Hardison	Yam
J. Dawson	Yam
C. Fox	Yam
D. Thompson	Suz
L. Beall	Bri
R. Davis	Hon

175-200cc AM/EX MOTO

S. Bast	Bul
M. Bast	Bul
L. Beall	Bri
D. Cook	---
T. Tipton	Bul

250cc NOVICE MAIN

J. Gresham	Bul
C. Burt	Bul
K. Potter	Bul
M. Beanway	Kaw
D. Grant	Bul
B. McGalliard	Bul
M. Crum	Kaw

250xx AM/EX MOTO

N. Bird	Yam
C. Burt	Bul
D. Thompson	Bul
D. Rodgers	Bul
B. Hardison	Yam
D. Harris	Bul'
R. Ronnell	Hus

Silver State Classic

LAS VEGAS, NEVADA, May 4 – The once-a-year TT by the Silver City Scramblers brought some 75 riders from California and Nevada to do battle. The Californians, "prune pickers" to the locals, didn't fare as well as in the two previous years. Of the nine classes, Vegas had five firsts – California four firsts. The largest turnout from Ca. were the Gripsters, pulling up in their big truck with Red Ludford getting the pleasant task of hauling all the bikes. Red was guest starter. Gene Drew, the regular starter, was hobbling around on crutches after a fall off a second story roof; but that's another story.

The track soon developed its usual ruts and the club found someone had copped the drag the night before (what would anyone want with a drag?)

After practice Drew held the riders meeting with all but the 250 novices running motos. The first to the line was the 90 novice with John Slagle – Hodaka, the first Vegas rider to turn back the Cal riders, holding off Ken Axe (Yamaha) and Bill Homan (Honda).

The 125 novice saw Peter Buck, of the Bushbusters of Vegas, hold off Steve Steever and Dan Johnson of Johnson's Cycle Center in Oceanside, Cal.

In the 125 am/ex. the Cal boys got revenge as Mark Kruse set sail to three easy first. Mark brought the Kawasaki team its only first place for the long drive.

Young Mike North brought in his Suzuki from Vegas Cycle to a second place finish with Dan Statlander in third on a Yamaha. The 250 novice main saw heat race winners Ron Ringer (Kawasaki) and Dennis Bunsen (Yamaha) go at it with Ron pulling away to take the win as Russ Sholl grabbed third.

Bob Tooley (Ossa), back from his first Ascot TT, found Vegas more to his liking as he pulled off the 250 am/ex. win. Bob had no easy time of it. The Kawasaki boys saw to that, only to retire with mechanical troubles as Billy Williams moved his Bul in behind Tooley and gave chase. Bill, the up-and-coming ex-

Las Vegas looms in background as the 500 Amateur-Expert class performs for the people.

pert, still has to smooth out rough spots as Bob beat him in the last moto.

The 500 novice saw Uncle Bob Williams in first, but not without a real challenge from Sandy Robertson, both with BSA. Bob just couldn't keep Sandy back in the 3rd moto. Young Tim Kaiser (Montesa) rode a fine performance in turning back Rick Forrest (Bultaco) and Jim Foxe (Triumph) for 500 am/ex. honors.

V. Conatser brought his Matchless a long way to go in front in the Gripsters only race, the open novice. The open am/ex. go found Rick Elisarraras and his swift BSA in front in all three motos with determined bids by Chuck Hatcher (Triumph) until Chuck dropped it in the switchback coming onto the straight. Rich Forrest (Triumph) grabbed second and Chuck settled for third.

Everyone got plenty of racing and said they'd be back next year. The Scramblers did a fine job as usual with few work ng members. They weclome all riders to this and any other event in Vegas in the future.

90cc NOVICE

John Slagle	Hod
Ken Axe	Yam
Bill Homan	Hon

125cc NOVICE

Peter Buck	Hod
Steve Steerer	Bri
Dan Jonshon	Suz

125cc AM/EX.

Mark Kruse	Kaw
Mike North	Suz
Dan Stadtlander	Yam

250cc Novice

Ron Ringer	Kaw
Dennis Benson	Yam
Russ Shall	Bul

250cc AM/EX.

Bob Tooley	Oss
Bill Williams	Bul
Tomm Jones	HD

SILVER STATE CLASSIC

500CC NOVICE

Bob Williams	BSA
Sandy Robertson	BSA
Mike Stewart	Duc

500cc AM/EX.

Tim Kaiser	Mon
Rich Forrest	Bul
Jim Foxe	Tri

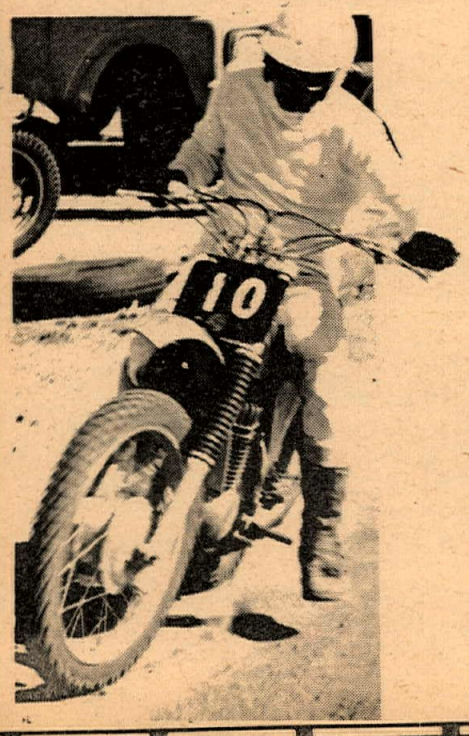
OPEN NOVICE

V. Conatser	Mat
S. Young	Tri
M. Kemp	Tril

OPEN AM/EX.

Rick Elisarraras	BSA
Rich Forrest	Tri
Chuck Hatcher	Tri

MAICO WINS



By Mare Combo-Cross
April 27, 1969
300-500-Open Senior
1st Lon Peterson – Maico
Huntington Beach TT Scrambles
April 27, 1969
350 – Open Class
1st Alan Reed – Maico

Lompoc Slo-Pokes Motocross
April 20, 1969
Open Am/Ex. Class
1st Cal Bottum – Maico
2nd Bill Oliver – Maico
375cc Expert Class
1st Woody Wilson

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Selah Cycle Selah
Cliff's Cycle Bremerton
Marketown Motors Oak Harbor
Bridgestone Cycle Kennewick
Bob's Motorcycles Longview
Allan McClain Clarkston
Industrial & Marine Hoquiam
TEXAS
Bob Colwell Sports Fort Worth
Harry's Cycle El Paso
Gene's Honda Plainview
Universal Motors Dallas
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K & W Cycle Elko
Performance Unlimited Las Vegas
Rick's Garage Fallon
KANSAS
Overseas Motors Wichita
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P & D M/C Phoenix
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Woods Zaps Bast Bros. Sets Record

Photos by Dan Mahony

By Mike Capalite

PACOIMA, CALIF. May 3 – Speedway racing fans who braved the chill winds blowing through the San Fernando Valley Saturday night were warmed by the heat of the action as the fuel-burners provided them with the most action-filled speedway spectacular for this season.

It started in the second heat with 'The Flying Flea', Sammy Tanner, always a crowd favorite, dicing for the lead with Mike Bast, when suddenly Sammy went down on the east corner amid groans of disappointment from his fans in the stands.

No sooner had he fallen down than he was up, the engine running, and although half a lap behind, took off chasing them at a terrific pace. Sam overtook Jimmy Stevens to cop 3rd place and guarantee a spot in the semi. When Sam crossed the finish line in 3rd, the ovation from the crowd was greater than if he had won.

Another spill in the sixth heat by Greg Haserot was almost a repeat of Sammy's achievement except that Greg was able to garner a second place behind Eso mounted Marty MacDonald when Sonny Nutter's JAP withdrew with engine problems.

The last heat was a consolation with only two men transferring to fill up the semi. Sonny Nutter could not get his JAP running so he borrowed an Eso. It was Sonny's first ride on one of the Jawa-built machines and he looked great as he stormed to the win. His comment afterward, "it was so easy to ride, I was amazed!" We may see a change of brands for Sonny in the future.

Rick Woods, the 1968 U.S. Speedway champion whose classic riding style has made him a great crowd pleaser, has been plagued lately with a problem of all show, but no go. He looks beautiful on the track, but hasn't been winning. It looked as though he has it cured as he took the lead in his heat and was doing everything right in the corners and getting reat charges down the straights that left the rest of the pack far behind. The difference was soon apparent when it was announced that he had set a new track record of 56:68, more than two seconds faster than the second fastest heat of the evening!

In the first Semi, Rick again took his Eso to any easy win in a sizzling time of 57:03. The second semi had the fans on their feet as Mike Bast and Jack O'Brien slid side by side for the entire race with Mike on the inside and Jack taking the hard way, it looked as though the two were tied together but Bast was able to pull ahead by inches for the win.

A spill in the third semi by Marty MacDonald (Eso) marred an otherwise injury-free night as Marty was taken to the hospital with an hurt shoulder.

The fourth semi began while the third semi prepared for a restart, and young Greg Haserot (Jawa) surprised second place man Sammy Tanner (JAP) and his older brother Bruce Haserot (Eso) who finished in third, by taking the win. As the third semi was restarted, Steve Bast (Eso) led Sonny Nutter (Eso) all the way with Homer Knapp (Eso) in third.

The Trophy Dash was figured to go to Woods as his times in the heat and semi had been so good, but he was having trouble again. The Bast brothers cornered side by side with him all the way, making a team effort to keep Woods back as the positions changed. With a last effort Steve took the win and Mike got second with Rick having to settle for third and John Carter fourth.

The Handicap mains started with a bang as Bruce Haserot (Eso) and Larry Heinselman (JAP) jammed into the lead and were fighting so hard and close that on the third lap they slid out together, allowing Stu Morley (JAP) and Homer Knapp (Eso) to charge by for first and second, Bruce was able to right his machine and crossed the line for third.

The B main, being progressively better riders, was even more exciting. Tanner was heavily favored in this one. As the flag was dropped, Nutter came out like a cannon shot and was really flying, Tanner was second with Miller third, while O'Brien had gotten off to a bad start. Nutter was pulling away, while Sammy just couldn't seem to get the groove as first Miller moved up and passed him, then Jack got around him and Sam had to settle for a 4th.

The A main was everything that an A main should be, with the top men ready to do battle, Rick Woods next to Steve and Mike Bast at whose hands he has suffered so many defeats of late, Greg Haserot.

Greg and his Eso were destined for trouble as he was trying just a little too hard and spilled on the first lap. On the restart, it was Rick and Steve relieving their hostilities on each other in front with brother Mike not able to get near them. They were rapidly pulling away together and changing positions back and forth, first on the inside and then on the outside, when suddenly Rick got a good drive out of the corner, took the lead and held it to the finish. On the third lap, Greg Haserot again sampled the texture of the track surface as he was trying to move up into contention.

We may have a surprise for the foreign riders that come over to the "colonies" to have a go at the easy speedway picking. Our boys are riding twice a week, Saugus on Friday and Whiteman on Saturday nights, and it seems that they are becoming good twice as fast. Make it a point to attend one or both of these events. It is the most action for the money since the times of ancient Rome.

That makes 3 weeks in a row
BANDIDO Bergquist
STEALS ANOTHER
1st OVERALL

Simi Valley Hare Scrambles
April 27, 1969
1st Overall
Larry Bergquist – Bultaco El Bandido
1st 250 Amateur
Tom Poteet – Bultaco PurSang
(that makes 2 weeks in a row)

Chowchilla Scrambles

April 12, 1969
125cc Am/Ex. Class
1st Chris Rice – Bultaco Sherpa 'S'
2nd Fred Gregory – Bultaco Sherpa 'S'
200cc Nov. Class
1st Bill Cavanaugh – Bultaco Sherpa 'S'
2nd Len Reed – Bultaco Sherpa 'S'
3rd Lee Rice – Bultaco Sherpa 'S'
250cc Expert Class
1st Tod Sloan – Bultaco PurSang
2nd Merrill Biedleman – Bultaco PurSang

Bay Mare Combo-Cross

April 27, 1969
125-200cc Senior Class
1st Jim O'Neal – Bultaco Sherpa 'S' 125cc

Trojan Flat Track

April 23, 1969
250cc Main Event
1st Tom Vardeman – Bultaco PurSang
(that makes 4 weeks in a row)
2nd Charles Gann – Bultaco PurSang

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Lacher Leaps In

By Carol Sims
Photos by Dennis Greene

GARDENA, Cal., May 2– Making his first appearance of the 1969 half-mile season at Ascot, mighty Mel Lacher and his self-tuned Harley-Davidson cleaned house Friday night.

Clad in "good guy" white leathers, last year's high-point rider set fastest qualifying time by well over a quarter of a second, won the quickest Expert heat race, took the Trophy Dash, then followed up with victory in the 15-lap Main Event by almost half-a-straightaway.

Runnerup to Lacher in the final was Sammy Tanner (500cc Royal Enfield), winner of the last two Ascot features. Sam had several hard fights on his hands throughout the evening – especially with Len Earl (H-D), who turned in the finest performance of his professional career, and Lloyd Houchins (500cc BSA), who continues to impress with consistently good showings.

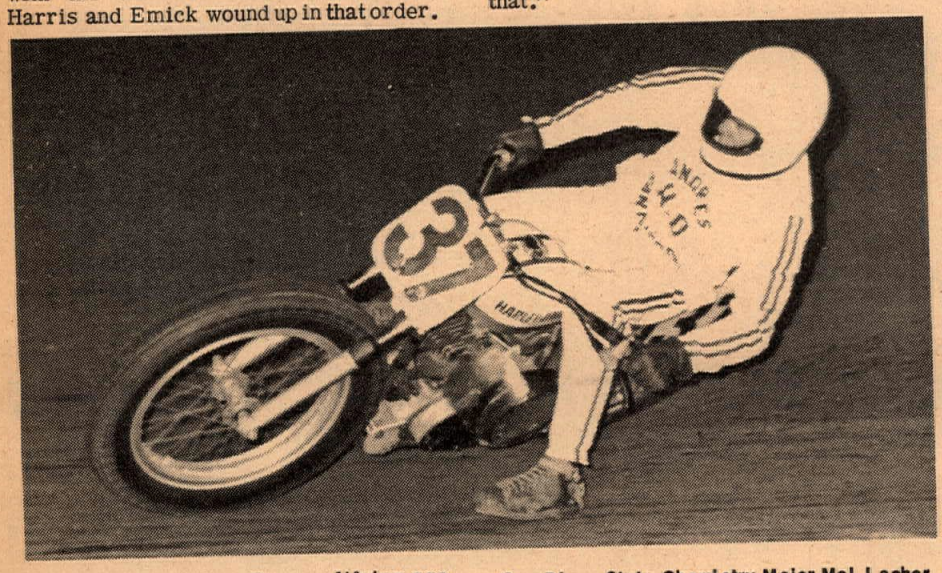
Earl edged Tanner for second behind Lacher in their heat, while Houchins challenged winner Paul Conserriere (H-D) all the way in the other Expert preliminary event.

Lacher pulled a sneaky in the Dash. His opponents – Tim Harris (650cc BSA), Geezer Emick (500cc BSA) and Houchins – were lined up evenly as Lacher circled around, a la Eddie Mulder, trying to get a running start. He did, too, gaining nearly a length on the field with his trackwise tactics. Houchins, Harris and Emick wound up in that order.

seemed as pleased as Dick with the outcome, and keeps a close record of all times, results and pertinent information each week.

At the payoff window, Lacher and Tanner indulged in a little good-natured needling. "You just couldn't stand it, could you?" said Sam. "See if I tell you the track is bitchin' anymore." Lacher smiled and retorted, "I didn't think it was too neat." Replied Sam with mock dismay, "Oh, drat!" Then Mel asked, "Did you see my tail end hanging out there like that?" and the Flying Flea responded, ' You should have been behind me – you'd have seen mine doing the same thing."

We asked why Lacher hadn't been on hand for any of the previous Ascot races this year and he said he'd been busy with college exams. (A chemistry major, Mel graduates from San Diego State next January.) Then he discussed the age-old question of which is safer – tracking around on the pole or sliding the corners up high. He feels it's safer – and more spectacular – up high. ' The track WAS bitchin' in the Dash," he conceded, "but in the Main – no cushion. People come to the races because they want to see something different – they want to see you flip that old back end around, then get back on the throttle and slide the corner – THAT'S something different! Tracking around...a woman can do that."



Ironically enough, after qualifying second fastest, Harris didn't make the Main Event lineup due to a heart-stopping wing-ding in his heat race that relegated him to the rear.

Although several top riders have gone East to compete on the National circuit, including Mert Lawwill, Dan Haaby, Eddie Wirth and Gene Romero, the competition was still keen and close. And, by virtue of his second place Main Event finish, Tanner now assumes the Ascot point lead from Haaby – 361 to 290. Following Sam to the checker in the final were Earl, Houchins, Emick, Ron Kruseman (750cc Norton), Shorty Seabourne (500cc BSA) and Carl Patrick (650cc Triumph). The Harleys of Conserriere and Chris Hansen succumbed to mechanical problems.

Best battles of the night were between Earl (who led briefly on lap two) and Tanner, then between Houchins and Earl, and finally between Earl and Emick. Seabourne, returning to action after several weeks layoff due to a pre-race spill, fought it out with Kruseman for a while, too.

3 On The Line for Kelm

Tuner Dick Kelm had the satisfaction of fielding three BSA 500cc singles in the Main Event, ridden by Houchins, Emick and Seabourne – a fine tribute to his wrench-wielding skills. Although Kelm's wife Lois commented that "three bikes around the house are driving me out of my cotton-pickin' mind," she

San Diego State Chemistry Major Mel Lacher took time out from exams to cop the main event.

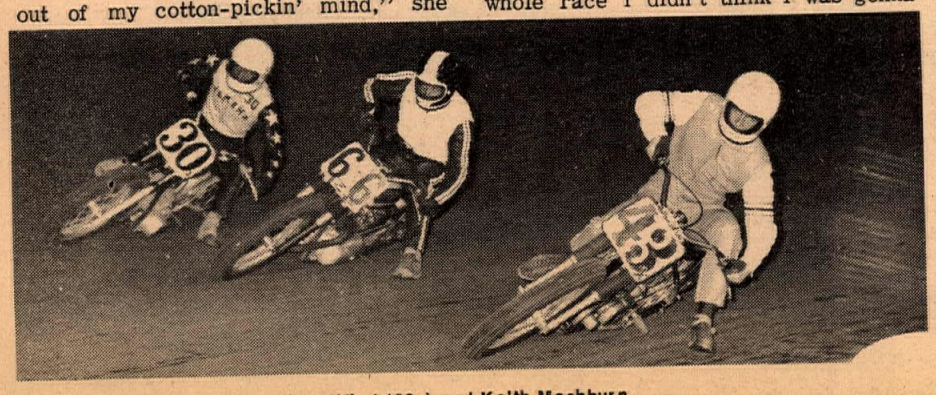
Tanner, having collected and counted his money, couldn't resist a parting shot at Lacher. "You're not coming back are you?", he asked. Mel replied, "not if I've got any tests." After Sam left, however, Lacher thought for a moment and smiled. "I'll probably be back anyway." We wouldn't be a bit surprised.

Donaher Does in Amateurs

Pulling a repeat of last week's 10-lap yellow-plate feature win, Terry Donaher once more scored the big one for the Amateurs, but this time he had to come from behind to do it. Mounted on Ernie Pico's 500cc Velocette, Terry took the fastest Amateur heat wire-to-wire, followed by Dave Hansen aboard Phil Cancilla's 40-inch Triumph. The other preliminary event went to Frank Gillespie (650cc Triumph) over Bob Heinz (H-D).

But in the Main, Donaher dogged Hansen's trail for six closely-contested laps before finally getting ahead of his determined rival. Third and fourth for the entire distance were Gillespie and Keith Mashburn (Yamaha), with Gillespie moving up to make it a good three-way go in the final laps. Heinz, Stan Hill (BSA), Rory Randall (R.E.) and Jerry Peters (Triumph) rounded out the field.

Donaher was justifiably pleased with his win, but modest about it all. "The whole race I didn't think I was gonna



Terry (43) Donaher leads unidentified (66z) and Keith Mashburn.

The Novices sort themselves out at the start of the main.

catch him. I tried on the inside a whole bunch. Then I tried the outside once and passed him. And then I couldn't wait for the checkered flag."

Neither point leader Dave Aldana, second to Donaher last week, nor Don Castro were on hand for Friday night's races, so Donaher, formerly third, is now tied for first place in Amateur point standings. He and Aldana have both racked up 380 markers; Castro has 290.

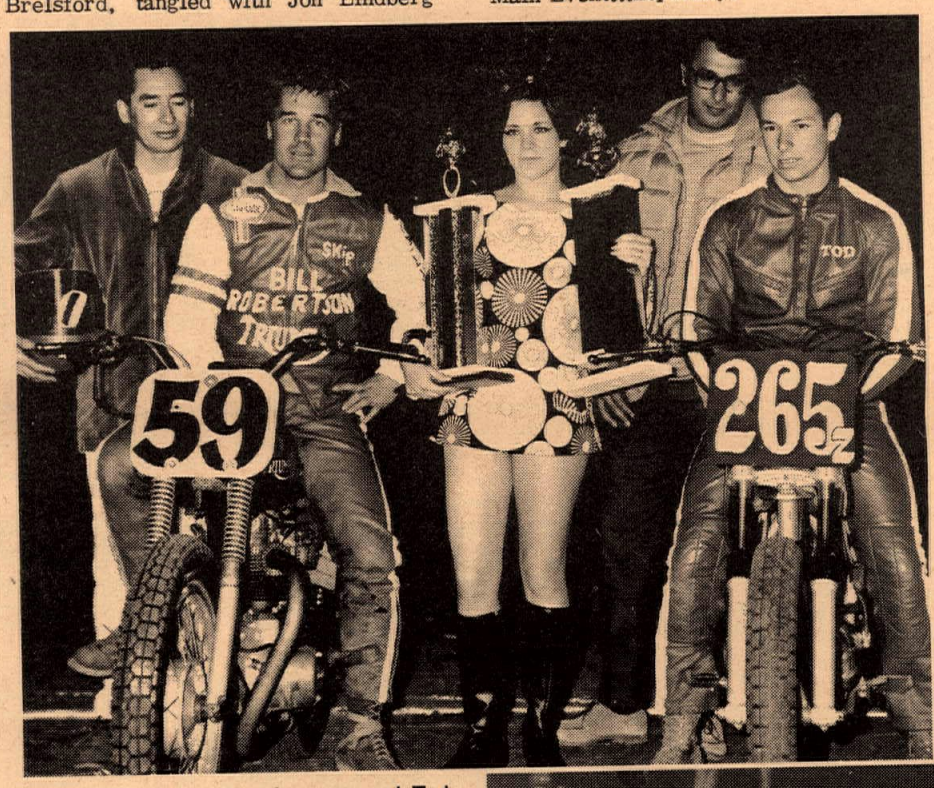
Emde. . .Again And Again

Undefeated in every Novice race he's entered this year, San Diego's Don Emde notched three more impressive 250cc wins astride his Suzuki. First he took his qualifying event over Guy Smith (Suzuki); then he turned back Bultaco-mounted Randy Ellis in their heat race; finally he won the 8-lap Main Event by six lengths after passing Freddie Edwards (Yamaha) on lap one.

A spill in the first turn necessitated a restart of the feature. Kirk Brelsford, Suzuki-riding younger brother of Mark Brelsford, tangled with Jon Lindberg (Kawasaki) and they both went down. Fortunately neither rider was injured, but their machines were too badly damaged to make the restart.

Second to Emde all the way was Edwards, while lots of passing took place for the other spots. Rick Talbot (H-D) moved up to third after a beautiful battle with Phil Hinkle (Suzuki) and Randy Ellis (Bultaco). Then Yamaha-mounted Dave Bellina charged past both Hinkle and Ellis, taking over fourth. Fifth was Ned Blockinger (H-D), who also did a nice job of bettering his early-lap positions. Hinkle, Ellis and Guy Smith followed in that sequence.

Emde now holds an even more substantial point lead over Edwards and appears confident of staying there. But there's always somebody ready to challenge. For example, Honda-mounted Ric Holly, a Main Event regular who had earlier won his qualifying event, only to crash in his elimination heat, didn't seem detuned in the slightest by his accident. "Next week," said Ric, "Honda's gonna win the Main Event...hopefully."



Above: TT winners Van Leeuwen and Tod Sloan try a smile; Below right: Amateur winner Keith Mashburn leads the pack.

Ascot TT Up North Novices, Beat So. Cal's ★ Van Leeuwen Takes Thriller

By Maureen Lee

GARDENA, CALIF. May 3, 1969. Skip Van Leeuwen did it gain at the monthly Ascot TT, but it wasn't easy and Lady Luck turned her back on Dusty Coppage, making the Expert Main a real cliff hanger.

Tod Sloan (Bultaco) was the big Novice winner, taking his heat, plus the Novice Trophy Dash and the Main. This was the first time that all the riders in the Dash were from Northern California. None of the local talent could get a shot at the Cycle News trophy.

Sloan grabbed the lead in the Main right from the beginning and just pulled away from the others, leaving them to sort it out behind him. Randy Ellis worked his way up through the group to take fourth but he couldn't catch fellow Bultaco riders Allen Kenyon and Bob Emde who were holding down second and third. Behind Ellis came John Hately (Kawasaki) for the fifth place spot. Fred Edwards (Yamaha) developed problems early on and didn't finish.

Keith Mashburn (Triumph) was beaten by Dave Hanson in their heat, but they reversed positions in the Main. Hanson, however, was the only Amateur to make the Expert Trophy Dash, where he finished fourth. Bob Haynes tried hard to take over the second place spot, but just couldn't make it in the Main, with Frank Gillespie and Wayne Hosaka fighting it out behind him. It was a clean sweep for Triumph in the first five places.

Triumph again was the machine in the Expert go. Skip Van Leeuwen, apparently suffering no ill effects from his half-mile crash two weeks before, shot into the lead, followed by Tom Rockwood and Dusty Coppage. It looked like the usual script for a TT, with the "Flying Dutchman" pulling away from the other riders. The Skipper spun out, losing too much valuable ground, leaving Rockwood the front runner. A couple of laps later, Rockwood dumped it all by himself on the lake turn and it was Coppage's turn to lead, and lead he did.

Van Leeuwen was making it back up again but with time running out, it looked extremely doubtful he could get within real shooting distance of Coppage. Meanwhile Ralph White, Butch Landguth, Jim Berry and Mike Haney had been working out the follow-up places and were no doubt hoping that someone else up front would fall off. White had third place and as the yellow flag waved, the fire abruptly went out on Dusty's machine and he coasted in, moving White up into second and leaving Van Leeuwen to take the win. It was one heck of a finish!

(Results on page 20)

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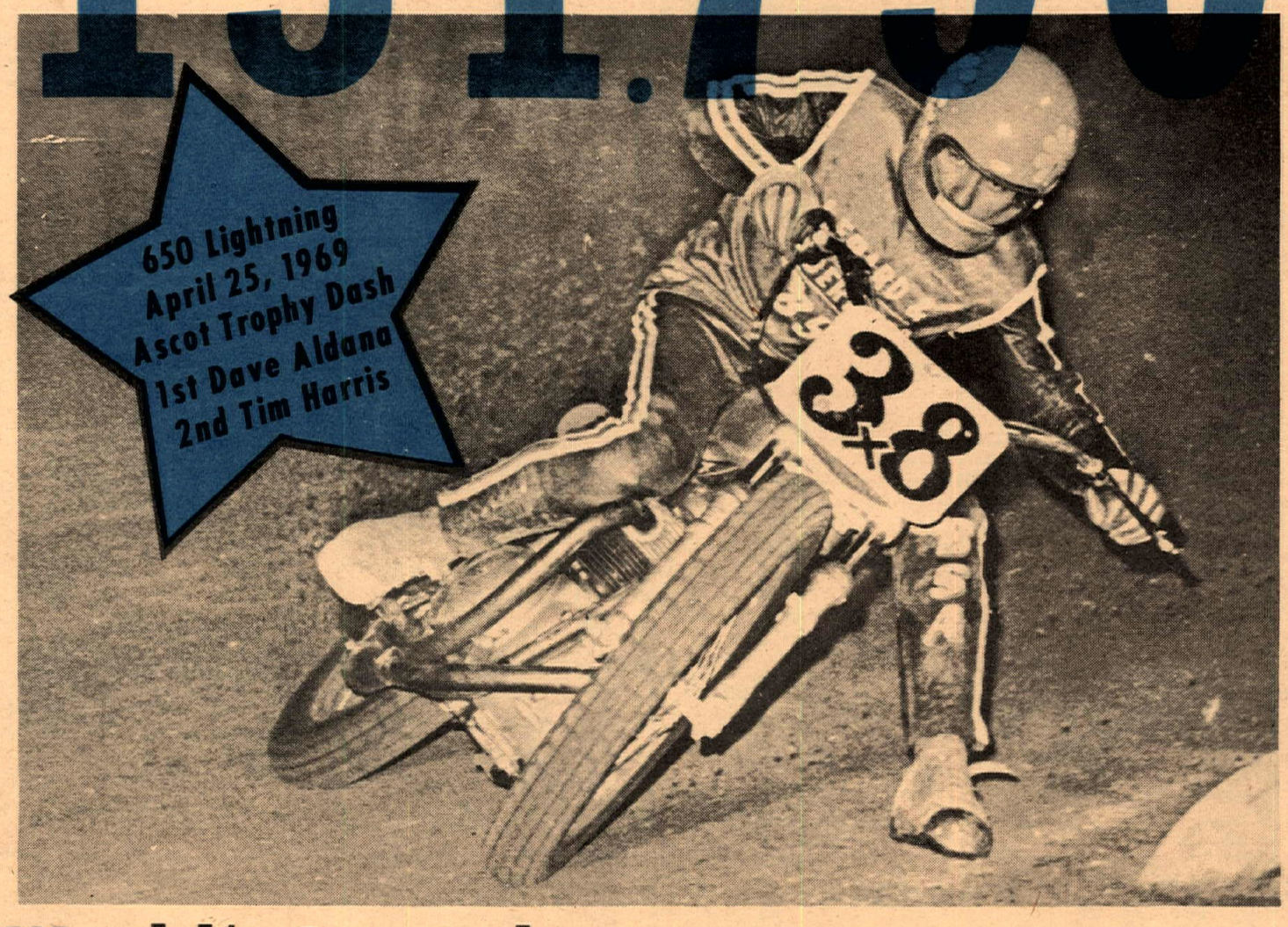

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April 25, 1969
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1st Dave Luna

BSA
650 Lightning
650 Expert Class
1st Ray Huff
2nd Carroll Jackson

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BSA

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Richmond Moto Cross
125cc Class
1st Neil MacDannald XC100
2nd Dayl MacDannald XC100

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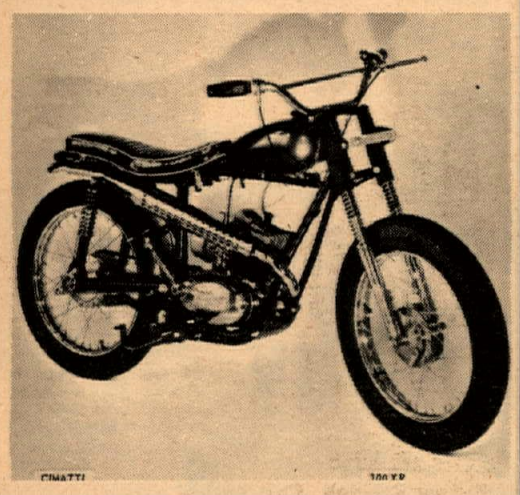
If the thief who took the 50cc Minarelli engine from the Indian display at the Sports Arena show will return it, we will ask no questions and send him a bible if returned before May 10, 1969

Or **$100 reward** for the arrest and conviction of the party or parties who took it if it is not returned by 5/10, it is an expensive cut away model, for display only, will not run: It's of no value to anyone but us. Floyd Clymer M/C Div., 222 N. Virgil Ave., L.A., Cal. (213) 388-5119.

CIMATTI



Trojan Speedway
Flat Track – 4/23/69
Main Event
1st Gary Scott – Cimatti
Trophy Dash
1st Gary Scott – Cimatti
* * * * * * * * * * * * * * * * *
Trojan Speedway
TT & Flat Track – 4/24/69
TT Main Event
1st Gary Scott – Cimatti
Flat Track Main Event
1st Gary Scott – Cimatti
Flat Track Trophy Dash
1st Gary Scott – Cimatti

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CUMBERLAND (continued)

in the turns and Martin showing more motor on the straights. After the 10th lap Martin tired visibly and Aldana took the lead for keeps. It is too early to say whether Aldana or Castro will prove best of the West in 1969 but Martin is well on his way to claiming the title of best in the East.

For the 10-Mile Championship, the Experts lined up in the order of: Markel, Mann, Rayborn, Lawwill, Romero, Nixon, Wirth, Nix, C. Palmgren, Brelsford, L. Palmgren and Dave Sehl.

When the flag fell, Mert boomed into the lead and held it to the finish. Markel, Nixon, and Mann made rotten starts and dropped down into the pack. Chuck Palmgren had pushed his way into second but Mann moved in to take the spot in the 4th lap. Fred Nix, who didn't care for the hard, grooved track moved up and back in the early laps, then finally decided to do things his own way and got out in the loose stuff where he could throw his big slide. He rode impressively out high, and eventually worked his way around the traffic to finish fifth.

In the meantime, Markel was moving up with determination and consistency but on the sixth lap his Harley-Davidson flattened out and six laps later soured altogether forcing him into the pits on the 15th lap.

By that time the outcome was determined. Romero had nipped away at Mann the whole race and finally grabbed second on the same lap that Markel retired.

Postions remained unchanged and they streaked by the checkered flag in this order: Lawwill, Romero, Mann, C. Palmgren, Nix, Sehl, Brelsford, Rayborn, Nixon, L. Palmgren, and Wirth.

As photographers worked away someone asked the dirty, tired, and happy Lawwill if he was going for the Big Number this year. Mert grinned and said, "Things are going real good right now."

We will have complete results and photos next week.

Oregon Grand Opener

By Virginia Copeland
Photo by Don Henery

Wes Word of Grants Pass on a Bultaco, (164q) Dan Ginther of Medford, on an Ossa and (2f) Steve Nason, Medford on a Kawasaki in a very close 250 trophy dash.

GRANTS PASS, ORE. Apr. 20- Sunny Valley Speedway opened, bang, with 89 riders revving up their engines to get the first race of the season on its way. Old faces mixed with new faces and all of them were smiling. In the kids class (youngsters 15 years or younger mounted on 100cc machines or less) a new face, Reggie Sauers of Phoenix, Ore. riding a Sachs, walked off with the trophy dash, while an "old face" to the racing game through young in years took the "A" Main Peter Simonsen of Grants Pass on a M-B. The 100 class saw Wes Word of Grants Pass on a Suzuki sponsored by Fred Ford Cycle take the trophy dash. It was Duane Francisco of Medford riding a Zundapp sponsored by B-C Sports out in front of the "A" Main, followed by Wes Word and Steve Hendrickson of Goldhill, Oregon.

Ricky Ziegler of Cresent City, Calif. who took the season trophy last year in the kids class, and was still eligible for the kids class this year, moved up to the regular 100 class and didn't make too bad a showing. Ricky finished fourth with his 4th gear out and the track is a 3rd and 4th gear show for him. The Championship Kid, Mike Branam of Rogue River, Ore. mounted on his Bultaco walked off with the 200cc Trophy of Rogue River, Ore. mounted on his Bultaco walked off with the 200cc trophy dash and "A" Main. Mike is called the Championship Kid because he came on real strong at the end of the season last year and took both the Oregon State Race in Grants Pass and the Championship race at Sunny Valley Speedway in his class. He is still in high school. Dave Russell of Grants Pass riding a Kawasaki sponsored by Wally's Kawasaki of Glendale, Ore. made a good showing and crossed the line second with Dale Hall Jr. of Grants Pass on a Bultaco right behind him. Both of these boys are still in high school too.

Wes Word, this time mounted on his Bultaco, was again in the spotlight as he walked off with the trophy dash in the 250 class. The "A" Main was the most exciting race of the day as Duane Fransicso (Bultaco) jumped to the lead with Dan Ginther of Medford, Steve Nason of Medford and Wes Word right behind him. Wes took a spill in the first lap that let the leaders walk off and leave him. Duane led them for a couple of laps and then Dan, riding an Ossa sponsored by Monty and Marv's Auto Sales, got around him and through Duane tried to get first place back, Dan crossed the line first. Nason's Kawasaki finished a close third. Boy what a race!

Bob Vaughn of Grants Pass mounted on his rusty, trusty Triumph sponsored by Fred Ford Cycle, took both the trophy dash and "A" Main in the open class. Mike Lawless of Grants Pass (360 Bultaco) took a well earned second, and I do mean well earned beacuse Fritz Espy of Grants Pass on a 450 Honda sponsored by Pollock's Marina pushed him all the way around the track, every lap. Both rode a fine race.

The sweepstakes saw Mike Branam work his way through the 100 class to take home a ten dollar bill.

(Results on page 20)

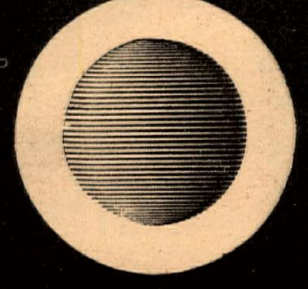
Toronto, Canada
April 26, 1969

1st overall - Mike Duff Norton Commando

Norton

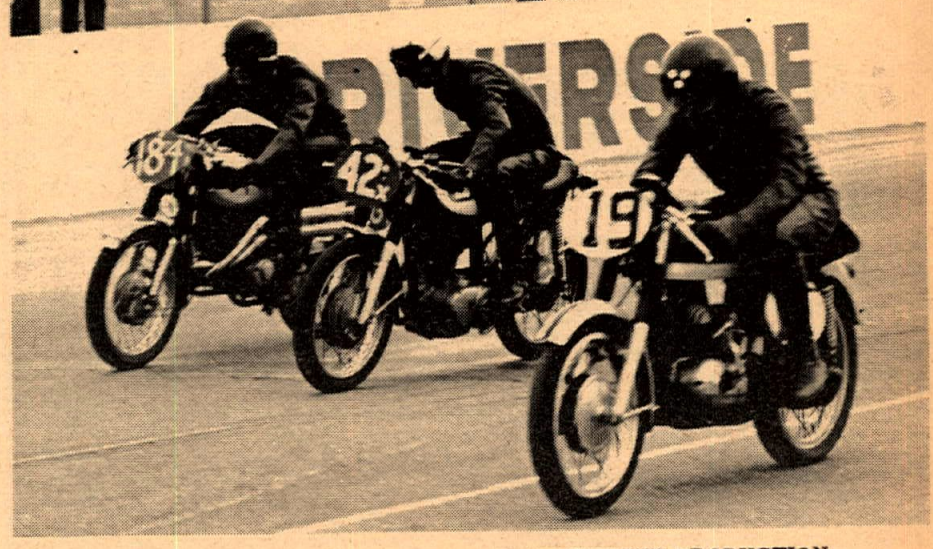
AFM Road Race – 4/20/69
Golden Gate Raceway
Open Production Class
1st P. Makenna – Norton Commando
2nd K. Edmondson – Norton Commando

ACA Road Race – 4/27/69
Willow Springs
1st Overall
Tony Murphy – Norton



Norton Villiers Corporation, 6765 Paramount Blvd., Long Beach, Calif. 90803 – Tel. 213 531-7138–9

Riverside Road Races



RIVERSIDE, CALIF. May 4 – With two road race programs running simultaneously in the same area, it was heartening to note that enough participants attended to make good shows at both courses. Ninety-two chose Riverside, while 91 made it to Orange County International.

Spectator turnout was another story. It seems that Americans just aren't hipped on road racing, despite the efforts of all the publications to make it so.

The crowd that didn't show up at Riverside missed seeing Tony Murphy zap the 50cc Grand Prix on his Suzuki tiddler, while Don Wicks on a Vampire took the Class Two in that size. Vampire importer Sid Chambers ran 4th, giving his customers a chance to take home some gold for a change. Chambers' Tarbos and Mondials also dominated the 500cc Production race.

Big excitement occurred in the 350cc GP when Don Vesco, riding his 250 Yamaha TD-2 because his 350 wouldn't spark, gave chase to Tony Murphy's Bridgestone. Even with 4th gear out, Vesco caught and passed the bigger machine and barely held off Murphy for the win.

The 250cc was Buddy Parriott's, followed by Vesco and Eugne Brown, who is sponsored by Jack Leigh's United Motorcycle Sales of Portland, Ore. It was a battle all the way. Vesco had to work for it, after getting a bad start.

Roland Pagan on the big Triumph dueled Dave Damron's Kawasaki Three in two races, Pagan taking the overall win both times, with the triple 'Saki hauling home the 500cc gold.

It was the last ACA race on the old Riverside course. It's being revised for the future.

RESULTS:

50cc Class 1 GP: Tony Murphy, Suz.; Jim Evans, Suz.; Phil Thompson, Suz.

50cc Class II GP: Don Wicks, Vamp.; Rudy Reynosa, Vamp.; Steve Monohan, Ital Jet.

100cc GP: Elliott Andrews, Yam.; Pat Evans, Hod.; Alan Spears, Kaw.

125cc GP: John Grubb, Hon.; Jeff Evans, Duc.

175cc GP: Ron Dean, Hon.; Dough Clifford, Bri.; M. Conserriere, Hon.

200cc GP: Al Willard, Oce.; Dick Pearce, Gre.

250cc GP: Buddy Parriott, Yam.; Don Vesco, Yam.; Eugene Brown, Yam.

350cc GP: Don Vesco, Yam.; Tony Murphy, Bri., Bob Barker, Bri.

500cc GP: Dave Damron, Kaw.; Tony Murphy, Nor.; Ken Russel', Kaw.

Open GP: Roland Pagan, Tri., Bruce Martin, Nor.

LIGHTWEIGHT PRODUCTION

50cc: Ed Kelly, Tar.; Chris Anderson, Mond.; Dicky Reynosa, Mond.

100cc: Pat Evans, Yam.; James Mc Worthy, Suz.

125cc: Dick Pearce, Yam.; Jim Damron, Suz.

200cc: Archie Breeben, Suz.; Elliott Andrews, Yam.

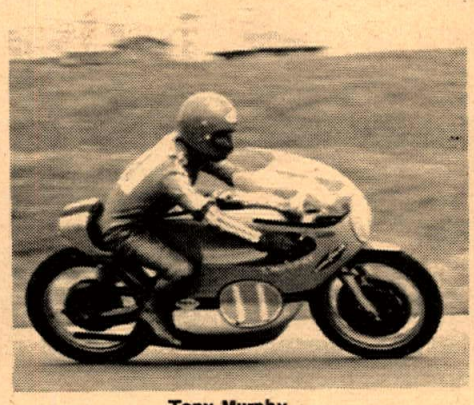
HEAVYWEIGHT PRODUCTION

250cc: Geoff Mazon, Suz.; Neil Winston, Suz.; Hal Petrie, Kaw.

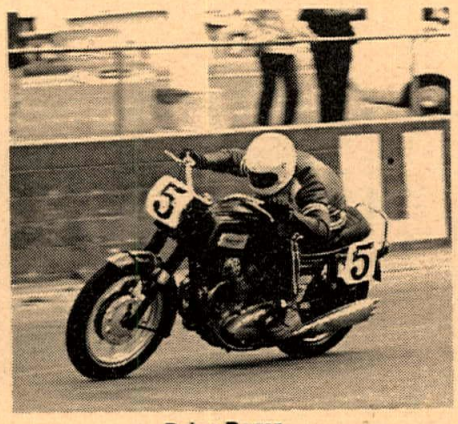
350cc: Dave Allee, Hon; Rayburn Johnson, Kaw.; Carl White, Bri.

500cc: Dave Damron, Kaw.; Ken Russell, Kaw.; Harry Love, Kaw.

Open: Roland Pagan, Tri.; Tony Murphy, BSA "3", Bruce Martin, Nor.

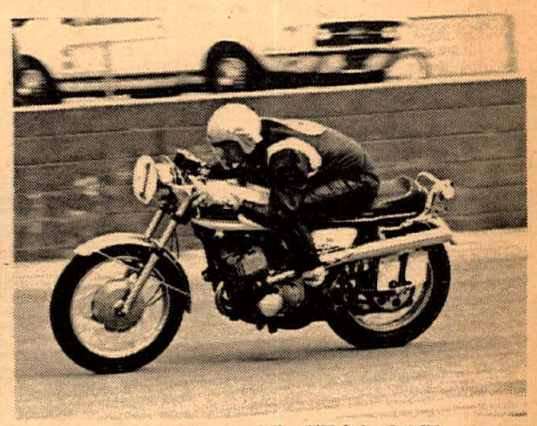


Tony Murphy



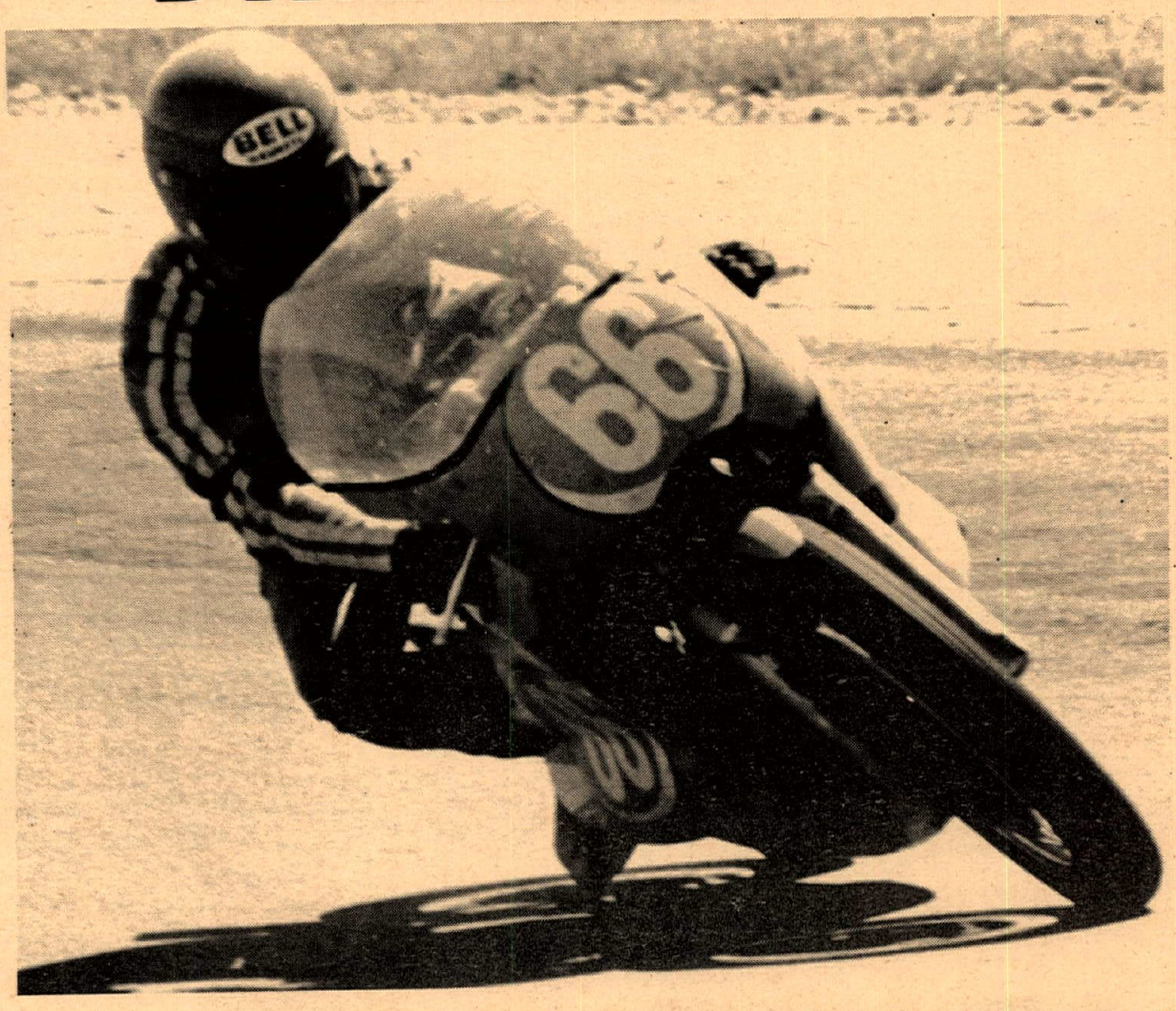
Rolan Pagan

Don Vesco



Dave Damron and the "Triple Saki"

BRIDGESTONE WINS



ACA ROAD RACE

April 27, 1969
Willow Springs, Cal.
350cc Grand Prix Class
1st Tony Murphy – Bridgestone 350
100cc Production Class
1st Pat Evans – Bridgestone 100
200cc Production Class
1st Rodger Wood – Bridgestone 200
2nd Moe Conserriere – Bridgestone 200

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Results

TT RACES
So. Bay Speedway
April 20, 1969

POWDER PUFF	
Carol Ann Chiara	Hod
Lori Fuller	Kaw
Shirlee Newsom	Hod
Susan Faucher	Hod
Angie Sonnefeld	Kaw
Nikki Flegle	Hod
100cc NOVICE	
Sal Peluso	Yam
Scott Duncan	Hod
Jeff Hosaka	Hod
Johnny Montez	Kaw
Mike Wilder	Suz
Doug Maloney	Hod
Butch Montgomery	Hod
Mike Bray	Suz
Neal R. Heneth	Yam
Paul Whelchel	Hod
Randy Curtis	Hod
Del Ocheltree	Hod
Steve Pienta	Yam
Gary Schultz	Hod
John Cockburn	Hod
David Malcolm	Bri
100cc EXPERT	
Carl Byers	Hod
Mickey Chiara	Hod
Ray Vanderpool	Yam
Kirk Redding	Bri
Kevin Stafford	Hod
Wayne Hosaka	Hod
John Payne	Hod
125cc	
Mickey Chiara	Hod
Doug Maloney	Hod
Richard Hosaka	Yam
Jim Casey	Kaw
Steve Tiefenbach	Yam
Ray Lopeman	Yam
Jack Oliver	Yam
Ted Howarth	Bul
Mark Loveland	Sac
Rick Chapman	Kaw
Marc Barbani	Kaw
200cc	
John Swinko	Bul
Tom Bohler	Bul
R.T. Darnell	Kaw
Vic Hannan	Yam
Phil Collie	Yam
Larry Deskins	Bri
Dave Bowman	Kaw
Dwayne Hall	Kaw
Jim Sutton	Kaw
Don Seymour	Hon
250cc NOVICE	
Jack Sweeney	Bul
Jim Simington	Bul
Jack Evans	Mon
Steve Shirk	BSA
Jim Sizer	Oss
Webb Carson	Kaw
Neal R. Hereth	Kaw
Mike Pape	Yam
Del Ocheltree	Yam
John Caldwell	Kaw
Bernardo Jaime	Yam
A.D. Jones	Yam
John Morris	Yam
Rodger Gunter	Kaw
F.A. Lewis	Yam
Michael Kirk	Kaw
Brad Boyar	Kaw
Pat Derenedetti	Suz
Mark Dryden	Duc
Mike Blocher	Yam
Jess Brown	Yam
Steve Brown	Yam
Tom Liscym	Yam
Bill Ray	Yam
250cc EXPERT	
Bill Silverthorn	Hus
Larry Collie	Kaw
John Herrett	Yam
Earl Barker	Yam
Wayne Clarke	Kaw
Grant Brown	Yam
Dick Mills	Yam
Carl Byers	Yam
Larry Bishop	Yam
Vic Hannan	Kaw
OPEN NOVICE	
Bob Larson	Tri
Pat Antista	Tri
Steve Sharp	Nor
Tom Apple	Kaw
Del Sibley	Tri
Russell Burch	BSA
Sam Underwood	BSA
Jawes W. Smith	Tri
Frank R. McGhee	Tri
OPEN EXPERT	
Myran E. Carter	Tri
Jim Harmon	Nor
Don Matthews	BSA
Richard Ribley	Nor
John R. Hoy	Tri
Danny Duncan	Tri
Steve Szikszay	Tri
Ellis Bole	Tri

SMRA ROAD RACES
Austin, Texas
April 20, 1969

STOCK PRODUCTION	
200cc	
Danny Forke	Hon
Bently Hardwick	Suz
Philip Terrhinella	Hon
250cc	
Lynn Kile	Suz
Tommy Byars	Suz
David Broyles	Bul
500cc	
Jody Delgado	Kaw
Jimmy Schwartz	Yam
Doug Taylor	Kaw
OPEN	
Virgil Davenport	Tri
Art Ninci	Nor
Wesley Crane	BSA
GP ROAD RACES	
100cc	
Daryl Hurst	Yam
Willard Kelly	Yam
Johnny Cone	Yam
Mike Krumm	Duc
200cc	
Jim Lutz	Bul
Mike Odem	Suz
George Johnson	Yam
Tommy Smith	Bri
250cc	
Jet Thorp	Yam
Winston Stelter	Yam
Pete Gibbs	Yam
Lynn Kile	Suz
500cc	
Larry Beall	Kaw
J.C. Klusmeyer	Duc
Jody Delgado	Kaw
Bennie Campbell	Suz
OPEN	
Virgil Davenport	Tri
J.C. Klusmeyer	Duc
Art Ninci	Nor
John Minonno	Tri
MOTOCROSS RACES	
125cc	
Gary Bigley	Yam
Bill Kasson	Yam
George Parks	Pen
250cc	
Jack O'Leary	Yam
Ed Terrell	Hus
John Stenson	Bul
360cc	
John Lancione	Mon
Kenneth Merten	Hus
Paul Liner	Tri
DRAG RACES	
TOP ELIMINATOR	
Dan James	H-D
MODIFIED BIKE:	
500cc: Larry Beall	Kaw
350cc: Pat Miller	Yam
305cc: Richard Goldberg	Hon
STOCK BIKE	
750cc: Bob Lane	Tri
650cc: John Minonno	Tri
350cc: Tommy Byars	Suz
250cc: John Tyson	Kaw
100cc: Gene Batyan	Yam
GRAND FINAL ROAD RACE	
0-to 200cc	
1st EXPERT	
Mike Odem	Suz
1st SPORTSMAN	
Jim Lutz	Bul
201 to 250cc	
1st EXPERT	
Jet Thorp	Yam
1st SPORTSMAN	
Bennie Campbell	Suz
251cc to OPEN	
1st EXPERT	
Rusty Bradley	Tri
1st SPORTSMAN	
Larry Beall	Kaw

ALL RESULTS ARE UNOFFICIAL UNLESS OTHERWISE INDICATED.

TROJAN RACEWAY TT
South Gate, Cal., May 1, 1969

100cc JUNIOR	
Ron Williams	Hod
Carroll Skou	Van
Whitney Blackeslee	Kaw
250cc JUNIORS	
Les Bailey	Gre
Jim Gresham	Bul
Don Cook	Bul
100cc SENIORS	
Jim Raymond	Suz
Gary Scott	Cen
Jack Morgan	Hod
250cc SENIORS	
Irwin Moon	Bul
Paul Wilde	Yam
Bob Milmer	Yam
Jim Raymond	Suz
TROPHY DASH	
100cc/Jim Raymond	Suz
250cc/Jim Gresham	Bul

TT SCRAMBLES
Perris M/C Rec. Center
Perris, Calif.
April 26, 1969

50cc	
Jay Lewis	Yam
Walt Foster	Suz
Jeff Sextin	Hon
Steve Waller	Yam
Chester Foster	Hon
100cc NOV. A	
Keith Miller	Hod
Whitney Blakeslee	Kaw
Robert Sanders	Yam
Phillip McDonald	Yam
Brent Leroy	Hod
100cc NOV. B	
Mark Bailey	Hon
Bill Dobbs	Suz
Richard Sanders	Bul
Steve Jackson	Bul
Stan Sweeney	Kaw
100cc AM./EXPERT	
Jim Stein	Yam
Jim Gilchrist	Yam
Whitney Blakeslee	Yam
Willie Carter	Bul
Steve Mudd	C-Z
250 NOV. A	
Bob Greenstreet	Bul
Gary Lane	Bul
Stu Cox	Bul
David Ryne	Yam
Norman Harris	Yam
250cc NOV. B	
Dave Tharp	Yam
Mike Wilson	Oss
Stan Sweaney	Mon
Mike Bowden	–
Jim Orcutt	Oss
250cc NOV. C	
Wayne Whisinant	Tri
Larry Stapleton	Yam
Tim Abshier	Yam
Dan Kegler	Bul
Boyd Mason	Yam
250cc AM./EXPERT	
Fred Edwards	Yam
Rick Talbot	H-D
Butch Landguth	Hus
Ronald Moore	Yam
Edward Shinoult	Hus
350cc	
Andy Skeel	Hon
Bob Rudd	Hon
Bob Greenstreet	Bul
Bruce Prior	H-D
Lance Bailey	Hon
OPEN MOTO	
Mike Posey	Tri
Tony Denius	H-D
Perry Armstrong	Tri
Mark Bailey	Hon
David McMahon	BSA

BAY MARE COMBO-CROSS
Bay Mare Ranch, Cal.
April 27, 1969

100 JR.	
S. Goldberg	Hod
F. Kalmick	Zun
M. Beadway	–
D. Garber	Hod
100 SR.	
G. Cannady	Sac
B. Holcomb	Hod
H. Mendenhall	Hod
L. Robertson	Hod
125-200 JR.	
R. Foshay	Sac
C. Berry	Sac
D. Bevans	Pen
J. Exler	Bul
125-200 SR.	
J. O'Neal	Bul
J. Veillon	–
J. Creager	Yam
B. Holcomb	Pen
250 JR.	
T. Zahnter	Hon
M. Hayes	–
B. Spann	Mon
R. Burkert	Yam
250 SR.	
L. Peterson	Egl
R. McCartg	Yam
S. Bast	CZ
L. Shoemaker	Bul
200-500 OPEN JR.	
B. Spawn	Mon
B. Bruce	CZ
C. LaCharce	Hus
T. Bilton	Tri
R. Henson	Bul
300-500 OPEN	
L. Peterson	Mai
R. Kruseman	Bul
A. Pillon	R.M.
K. Kato	Yam
C. LaChance	Hus
SIDEHACKS	
F. Danielson Sr.-Pilot	
F. Danielson Jr.-Pass.	
E. Morris-Pilot	
R. Emmons-Pass	
J. Lechert-Pilot	
M. Conforte-Pass.	

TT SCRAMBLES
Elsinore, Calif.
April 26, 1969

100 NOV. 1-MAIN	
L. Shaw	Hod
S. Peluso	Yam
C. Yokum	Hod
100 NOV. 2-MAIN	
R. Hernandez	Hon
D. Hart	–
J. Sperry	Yam
200 NOVICE	
L. Bird	Yam
M. Townsend	Kaw
G. Jaiman	Tri
250 NOVICE	
M. Townsend	Kaw
L. Preston	Oss
B. Huntsman	Bul
350 & 500 NOV.	
G. Kirkendoll	BSA
M. Smith	Tri
S. Robertson	BSA
OPEN NOVICE	
D. Luna	BSA
P. Antista	–
D. Chine	BSA
100 EXPERT	
K. Tennis	Hod
T. Berry	Yam
250 EXPERT	
E. Olsen	Yam
C. Soderstrom	Bul
D. Lundberg	Bul
500 & OPEN	
D. Luna	BSA
J. Foxe	Tri
J. Flores	Tri
SPECIAL EXPERT	
T. Longwith	Oss
D. Luna	BSA
SWEEPSTAKES	
E. Olsen	Yam

SIDEWINDERS TT
Portland, Ore.,
April 27, 1969
By J. K. Lacey

NOVICE TROPHY DASH	
Chuck Joyner	Kaw
AMATEUR TROPHY DASH	
Jack Mott	BSA
EXPERT TROPHY DASH	
T.L. Moglan	Nor
NOVICE MAIN	
Chuck Joyner	Kaw
Dan Brecht	C-Z
Nickie Akins	Bul
AMATEUR MAIN	
Jack Mott	BSA
David Yest	Tri
Jim Slack	Tri
EXPERT MAIN	
Gary Davis	Tri
Ross Roberts	Tri
Mark Williams	Tri

SUNNY VALLEY SPEEDWAY
Grants Pass, Ore., Apr. 20,
By V. Copeland

TROPHY DASH	
Reggie Saurers	Sachs
"A" MAIN	
Peter Simonsen	M-B
John Carter	Hon
Randy Johnson	Hon
"B" MAIN	
Reed Kirtley	Hod
Frank Word, III	Suz
100 CLASS TROPHY DASH	
Wes Word	Suz
"A" MAIN	
Duane Francisco	Zun
Wes Word	Suz
Steve Hendrickson	Kaw
"B" MAIN	
Dan Ginther	Hod
Randy Bigham	Kaw
200 CLASS TROPHY DASH	
Mike Branam	Bul
"A" MAIN	
Mike Branam	Bul
Dave Russell	Kaw
Dale Hall Jr.	Bul
"B" MAIN	
Joe Kantor	Bul
Gordon Campbell	Yam
250CLASS TROPHY DASH	
Wes Word	Bul
"A" MAIN	
Dan Ginther	Ossa
Duane Francisco	Bul
Steve Nason	Kaw
"B" MAIN	
Wayne Hudgins	Ossa
Larry McLane	Bul
OPEN CLASS TROPHY DASH	
Bob Vaughn	Tri
"A" MAIN	
Bob Vaughn	Tri
Mike Lawless	Bul
Fritz Espy	Hon
"B" MAIN	
Roy Worthington	Tri
Dwight Miller	Bul

MASTER LINKS HARE SCRAMBLES
Phelan, Calif., Apr. 26, 1969

TROPHY WINNERS OPEN			1st O.A.
Mike Payse	Nov	Gre	250
Dennis Pierce	Nov	Yam	250
Jack Ross	Ex	Hus	250
Jim Erickson	Am	Gre	250
Dick Breker	Am	Bul	250
Phil Vaught	Nov	Hus	250
Don Prewitt	Nov	CZ	250
*Larry Bird	Nov	Yam	125
Arthur Knapp	Nov	Hus	360
B.L. Strauss	Nov	Gre	360
B.F. Troughton	Nov	Gre	360
Ken Barton	Nov	Yam	250
Robert Brown	Nov	Hus	360
Verlin Reid	Nov	Tri	650
Gary Colberg	Nov	Hus	360
Ron Dugan	Nov	Hus	360
C.W. Tinics	Nov	Duc	250
Ernie Alsup	Nov	Mai	360
Denny Groover	Nov	Oss	250
Arnold Adkison	Nov	Yam	250
Dick Jones	Nov	Yam	250
Julian Marquez	Am	Bul	250
Dave Brooks	Am	Bul	250
Brian Breker	Nov	Yam	125
Ken McKenzie	Nov	Yam	250
Ralph Taube	Nov	Tri	650
Ken Markling	Am	BSA	441
Don Payse	Nov	Gre	360
Ezra Young	Nov	Hon	350
Joe Swindell	Nov	Mat	600
Rod Southwick	Nov	Yam	125
Marvin Perz	Am	Tri	500
Mike Moore	Nov	CZ	360
Lester Ishman	Nov	Yam	125
TRAIL 100			
Monte Lee	Ex	Hod	
Joe Ambrose	Nov	Suz	
Don Eide	Am	Hod	
F. Vallefuoco	Nov	Hod	
R. Milligan	Nov	Hod	
Mike Priest	Am	Hod	
Don Bell	Nov	Bul	
Don Blaine	Nov	VT-Hon	
Ed Dollins	Nov	Hod	
Jack Miller	Nov	Hod	
Ray Sloppy	Nov	Hod	
Gene Weller	Nov	Hon	
Dough Fuhrman	Nov	Sac	
M. (Hodge) Hood	Nov	Hod	
Glen Schmoker	Nov	Hod	
David Annala	Nov	Hod	
Dan Walsworth	Nov	Hod	
Rusty Greaves	Nov	Hod	
Jerie Mead	Nov	Hod	
**Janeane Heckmen	Nov	Hod	

* First 125
** First Girl

90-MILE NATIONAL ENDURO
Newfield, N.Y., April 27, 1969

OVERALL WINNER: Jack McLane	Hon
0-100cc: Bub Green	Pen
A Phil Johnston	Sac
B Bill Mathen	Sac
101-200 Doug Wilford	Pen
A George Talcott	Bul
B Rich Smith	Bul
201-350 Bob Tusan	Yam
A Dave Knutseon	Yam
B Ken Young	Bul
351-600 Ron Bohn	Hus
A John Penton	Hus
B Harvey Reder	Hus
601-UP Dave Barns	BSA
A Gordon Poter	Tri
SR. CLASS Sal Scripo	H-D
P.P. Pat Barns	Bul

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RESULTS

ASCOT PARK 1/2-MILE
May 2, 1969, Gardena, Cal.
By Carol Sims

15-LAP EXPERT MAIN EVENT

Mel Lacher	H-D
Sammy Tanner	R.E.
Len Earl	H-D
Lloyd Houchins	BSA
Geezer Emick	BSA
Ron Kruseman	Nor
Shorty Seabourne	BSA
Carl Patrick	Tri
Chris Hansen	H-D*
Paul Conserriere	H-D*

Time: 5:56.55 *Did not finish

10-LAP AMATEUR MAIN EVENT

Terry Donaher	Vel
Danve Hansen	Tri
Frank Gillespie	Tri
Keith Mashburn	Yam
Bob Heinz	H-D
Stan Hill	BSA
Rory Randall	R.E.
Jerry Peters	Tri

Time: 3:58.74

8-LAP NOVICE MAIN EVENT

Done Emde	Suz
Freddie Edwards	Yam
Rick Talbot	H-D
Dave Bellina	Yam
Ned Blockinger	H-D
Phil Hinkle	Suz.
Randy Ellis	Bul
Guy Smith	Suz
Jon Lindberg	Kaw*
Kirk Brelsford	Suz *

Time: 3:17.17 *Did not finish

3-LAP EXPERT TROPHY DASH

Mel Lacher	H-D
Lloyd Houchins	BSA
Tim Harris	BSA
Geezer Emick	BSA

Time: 1:;2.53

SAN DIEGO TRIALS RIDERS ENGLISH TRIALS RESULTS
April 13, 1969 Miramar, Cal.
By Gary Barton

MASTER	
Robert Nickelsen	Mon
John Walters	Bul
Jack Ward	Bul
Ed Davenport	Bul
EXPERT	
John Brewer	Cot
Kevin Walker	Bul
ULTRA LTWT	
Don Stewart	Hon
William STewart	Mav
Gary Lane	Hod
Jim Flagg	Yam
Dean Klippert	Hod
Bill Earl	Hon-Suz
HEAVY WT	
Morey Bourget	BSA
John Collims	Mon
LIGHTWEIGHTS	
Gary Sowell	Bul
Gene Stewart	Gre
Larry Frakes	Gre
William Deeter	Mon
Roy Wtson	Tri
John Schulz	Spr
WOMEN	
Sondra Hutchinson	Hod
Joyce Davenport	Hod
Tina Brewer	Kaw
Donnie Stewart	Hod
DEe Dee Earl	Hod
KIDS	
Martin Blair	Hod
Mark Garsha	Hod
Eddie Foland	Yam
Scott Montgomery	Hod
Jeff Foland	Yam
Sammy Parriott	Yam

RESULTS

RRC SPRING TOUR
29 Palms, Calif.
Apr. 26 & 27, 1969
By Robert O. Fee

BEST DRESSED WINNERS
Male Solo:
Alfred White 1st Custom
Bryan Gilbrath 1st Semi Custom
Charles Rutledge 2nd Semi Custom
Tiny (Gary) Gardner 1st Mod. Stock
George Streeter 2nd Mod. Stock
Edward Streeter 1st Stock
James Miller 2nd Stock
GAL SOLO:
Shirley Fuller Custom
Joyce Bray Semi Custom
Lou Zirtman Mod. Stock
Pat Holmes Stock
FAMILY:
Davidsons
CLUB:
Never Readies (Riverside)
COUPLES (Uniform)
Rosendale San Diego
COUPLES (Outrider)
Blanchards
SIDECAR: B.L. Miller
LARGEST CLUB:
Road Cruisers
MOST OUTSTANDING CLUB IN PARADE: Rainbows
LONG DISTANCE RIDER:
Hub Houghton, 428 miles
FIELD EVENTS:
MALE SOLO:
Bob Skillman
Larry Haines
Burney Clark
Blain Walker
Harry Fisher
Mike Wehmer
L. Rutledge
Leonard Collins
Tom Dixon
PASSENGER:
Elizabeth Cashman
Terry Rosendale
Cress Sparks
GAL SOLO:
Shirley Fuller
Marge Boitnott

90 MILE NATION ENDURO
RESULTS:

High Point Overall: Jack McLane (Hon)

0-100cc Class Champ: Bud Greene (Pen) 782.

101-200cc Class: Doug Wilford (Pen) 889.

201-350cc Class Champ: Bob Fusan (Yam) 964.

351-600 Class Champ: Ron Bohn (Hus) 974.

601-Open Class Champ: Dave Barnes (BSA) 951.

Sr. Class Champ: Sal Scirpo (H-D) 35 miles.

Powder Puff Class Champ: Pat Barnes (Bul) 7 miles.

Sr. Class: 1st. Al Sedustky (Yam) 21 miles; 2nd Bill Strickland (Gre) 21 mi.

0-100cc Class A: 1st Philip Johnson (Sac) 7 miles.

101-200cc Class A: 1st George Pallott (Bul) 825; 2nd Ray Terwilliger (Pen) 796.

201-350cc Class A: 1st Dave Knutson (Yam) 956; 2nd Jerry Lohrer (Gre) 950; 3rd Dave Latham (Gre) 937.

315-600cc Class A: John Penton (Hus) 965; 2nd John Thomas (Hus) 951; 3rd Norm Ford (Hus) 950.

601-Open Class A: Gordon Potter (Tri) 52 miles.

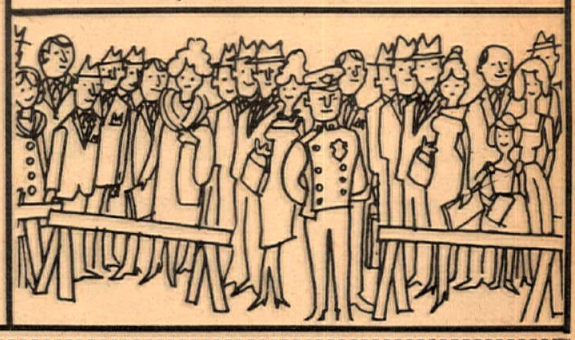
0-100cc Class B: Bill Mathers (Sac) 61 miles; 2nd Tom William (Sac) 61 miles; 3rd Fred Perry (Zun) 35 miles.

101-200cc Class B: 1st Rick Smith (Bul) 69 miles; 2nd Lewis Bersani (Bul) 52 miles; 3rd Jim Miller (Pen) 35 mi.

201-350cc Class B: 1st Ken Young (Bul) 863; 2nd Tom Hare (Yam) 849; 3rd Bob Norris (Gre) 839.

351-600cc Class B: 1st Harvey Reder (Hus) 869; 2nd Bill Williams (BSA) 762; 3rd Jim Fogle (Hus) 61 miles.

Team Champions: Dave Knutson, Buck Walsworth, Bill Osterkamp.



NIGHT MOTOCROSS
Fontana, Cal., CMC
May 3, 1969

125cc EXPERT

T. Rapp	Bul
G. Bailey	Pen
P. Petty	Sachs
C. Nilson	Pen
L. Larsson	Pen
G. Cannady	Sachs

125cc JUNIOR -1

S. Goldberg	Pen
G. Bolenbaugh	Yam
M. Tripes	Pen
C. Stockwell	Hod
A. Bowen	Sachs
L. Baker	Kaw

125cc JUNIOR -2

R. Benites	Pen
D. Emler	Suz
G. Terry	Hod
B. Kawell	Sachs
B. Smith	Yam
S. Wickersham	Hod

250cc EXPERT

J. Wilson	Gre
G. Bailey	Gre
J. Maynard	CZ
M. Blackwell	Yam
P. Petty	Suz
G. Smith	Mai

250cc JUNIOR-1

C. Lunde	CZ
S. Cole	CZ
Y Camp	Hus
R. Peterson	Yam
D. Oetega	Hus
J. Fishback	Yam

250cc JUNIOR-2

B. Baron	CZ
R. Hall	Yam
T. Crosby	Yam
R. Norris	Mon
D. Teeters	Yam
E. Abbot	Yam

500cc EXPERT

J. Wilson	Gre
L. Larsson	Hus
J. Maynard	Mai
G. Jones	BSA
L. Peterson	Mai
B. Maynard	Mai

500cc JUNIOR-1

F. Russo	Hus
D. Dougan	Hus
B. Jones	Tri
B. Jones	Gre
P. Beacom	CZ
C. Tidwell	Mai

500cc JUNIOR-2

C. Cottom	Hus
L. Burns	Mai
M. Harrison	Mai
S. Raudman	Hus
J. Fitzgerald	Mon
J. McCord	Mai

CMC GOLDEN STATE MOTOCROSS SERIES, May 4, 1969
Saddleback Park, Calif.
By John Shedd

125 SR.

Tom Rapp	Bul
Preston Petty	Sachs
Lars Larsson	Pen
Gary Bailey	Pen
Mike Runyard	Sachs

125 JR. DIV. I

B. Vacca	Bul
B. Harber	Pen
R. Foshay	Sachs
F. Cox	Sachs
T. Shumate	Sachs

125 JR. DIV. II

B. Baron	Sachs
B. Urban	Bul
J. Roblic	Pen
J. Boldt	Zun
R. Burkett	Hod

125 JR. DIV. III

S. Goldberg	Pen
J. Oneal	Bul
R. Benites	Pen
M. Rendich	Kaw
j. Choner	Yam

250 SR.

G. Bailey	Gre
B. Silverthorn	Hus
J. Wilson	Gre
T. Hart	Mon
M. Blackwell	Yam

250 JR. DIV. I

J. West	Yam
G. Harris	Hus.
J. Harber	Gre.
B. Spann	Mon
R. Hall	Yam

250 JR. DIV.II

M. Pera	CZ
B. Baron	CZ
C. Lunde	CZ
G. Schweers	Bul
B. Goman	Ossa

500 SR.

G. Bailey	Gre
C. Minert	BSA
T. Hart	Mon
L. Larsson	Hus
J. Wilson	Gre

500 JR. DIV. I

P. Harber	Gre
R. Izard	Mai
W. Burrell	Bul
H. Jackson	Hus
P. DeBenedetti	Bul

500 JR. DIV. II

J. Goldberg	Mai
J. Fitzgerald	Mon
R. Bunn	CZ
S. Raudman	Hus
R. Norris	Mon

ASCOT PARK TT
May 3, 1969
By Maureen Lee

NOVICE MAIN

Tod Sloan	Bul
Allen Kenyon	Bul
Bob Emde	Bul
Randy Ellis	Bul
John Hateley	Kaw

Time: 4:57.62

AMATEUR MAIN

Keith Mashburn	Tri
Dave Hanson	Tri
Bob Haynes	Tri
Frank Gillespie	Tri
Wayne Hosaka	Tri

Time: 8:04.79

EXPERT MAIN

Skip Van Leeuwen	Tri
Ralph White	Tri
Jim Bezzy	Tri
Mike Haney	Tri
Butch Landguth	Tri
Bill Manley	Tri
Rich Thorwaldson	Tri
Gene Romero	Tri
Bruce Anderson	Tri

Time: 12:05.68

NOVICE DASH

Tod Sloan	Bul
Allen Kenyon	Bul
Dve Bellina	Yam
Karl Triest	Suz

Time: 1:14.70

EXPERT DASH

Skip Van Leeuwen	Tri
Dusty Coppage	Tri
Tom Rockwood	Tri
Dave Hanson	Tri

Time: 1:34.52

SAN JOSE RESULTS CORRECTION

Novice results from the recent San Jose, Calif. 1/2-mile race failed to list #123z Bill Morgan as the second place winner. Bill was riding a 238cc Kawasaki tuned by Mr. Phil Cancilla. Third place Al Goslee, listed as riding a Suzuki, was also Kawasaki mounted.

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Honda Wins Another One!

90 Mile National Enduro—

Story & Photo by Paul Cosner

NEWFIELD, N.Y., Apr. 27- Many blamed the mysterious stranger who had torn down the marker arrows at checkpoint 9. Some cursed the huge bog that proved to be the downfall of over 30% of the entrants. Others met their fate trying to climb 2,009 foot tall Connecticut Hill. Most however, were too weary to cast any stones.

They had just finished the second annual Tompkins County National Enduro, and it proved to be a real doozy. Although the run was a mere 90 miles long, there were only 37 finishers out of 210 entries.

Held in the beautiful Finger Lakes District of upstate N.Y., which is only 15 miles from Watkins Glen, site of the United States Grand Prix, this year's event set a new record for attrition. Cooked brakes, broiled clutches, busted gears and flat tires were almost universal.

Nevertheless, Michigans Jack MC Lane persevered for his second National victory this season. The 24-year-old "Young Turk" is rapidly shaping up as John Penton's biggest threat for the Grand National Championship. And on a Honda, yet!

Run Chairman John Sorgi, Sr. of the Tompkins City M.C. must have had blood in his eyes when he laid out the 9 checkpoint course. The first 35 miles were so tight that even the best of riders couldn't maintain the neccessary 24 mph average. For example John Young, who had won the Bristol National the week before, lost over 15 minutes during the morning sections.

Easy stretches like this one were few and far between at this 90-mile enduro. Only 37 of the 210 entries managed to finish.

There was an abundance of mud and swamps, a few fast logging trails and a number of short paved road sections thrown in for a change of pace. Sharp rocks were responsible for many flats. One rider finished within the one hour time limit though, even after he had holed his front tire at the 30 mile mark.

For a while it looked as if course officials were going to have to drop the 9th check when it was discovered that some local delinquent had torn down the course markers, causing many riders to wander in circles for miles, following the remnants of markers from last year's event. As things turned out, the 8th check was dropped instead because the scorer's stopwatch was 25 seconds off.

(Results on page 20)

Master Links Chase Rabbit

By M. Lovell

PHELAN, CALIF. SAT. Apr. 26- Ten miles north of the Cajon Pass was where the Master Links M.C. choose to stage their first Hare Scrambles. Sunny skies and zero wind greeted the hundred and five riders. After a nervous sixty seconds the banner dropped and off they flew across a half mile of open desert. They made a right into a sand wash after a short steep downhill. Trails and sand made up most of the course to check one.

After check one things kind of opened up for the fourth and fifth gear gang. Three miles of fast, loose fire roads appeared and did they have fun! The big cc's had a definite advantage and they really turned up the wick. After check two things got a little more tricky with one-bike trails and cluttered up sand washes dominatng until the home check.

This is where young Mike Payse took command, the fifteen-year-old flash on a 250 Greeves did his thing for three more laps and took the checkered flag after thirty-six miles, with a thirty-second lead over Dennis Pierce on a Yamaha DT-1. Jack Ross (The Ponderosa Kid) on a Husky took a very close third.

The trail class started sixty seconds after the big bikes, Monte Lee (#21 Ex.) was in charge most of the way, with Joe Ambrose, a Novice on a Suzuki, a real surprise, pushing him hard for a well-earned second. In for third was Don Eide.

On the job, although hardly used, was the Volunteer group of Rescue 3, with their four wheel drive vehicles, bikes, and hospital van. These guys seem to have a bandage on you before you hit the ground. A hearty thanks to them for the fine work they always do.

Riders, spectators and club members all cooperated at the end of the day on a clean-up campaign to leave the desert cleaner than they had found it. Trophies may be picked up at Mitco Bultaco in Buena Park or at the European Scrambles on the 25th at the Master Links banner.

(Results on page 20)

BLM Says It Ain't So

MEMO: BUREAU OF LAND MANAGEMENT REGULATIONS ON VEHICLES USING PUBLIC LANDS

"On January 18, 1969 the Bureau of Land Management of the Interior Department issued a set of regulations dealing with recreational use of public lands. Included in the regulations were restrictions of vehicle usage on and off roads and trails. Some persons have read the regulations and interpreted them to say that all off-road vehicles (motorcycles, sand buggies, snow buggies, etc.) have been banned from using public lands. This memo seeks to clarify the situation.

"The regulations DO NOT ban off-road vehicles from public land, and the Bureau considers off-road vehicle driving a legitimate recreational use of public land. The regulations are not aimed at off-road vehicle users, but instead are to promote use and enjoyment of public lands for all forms of recreation. In some instances, the use of motor vehicles may not be permitted under law in order to preserve natural environment of public lands, to preserve and protect wildlife, or to conserve and protect natural resource values.

"Certain specific areas are subject to vehicle restrictions; these areas are fragile desert areas, range land and Arctic tundra where restrictions are year long, and for temporary periods in areas where there are extreme fire dangers, when wildlife and domestic stock are giving birth to their young, or when animal groups are on critical winter ranges. In areas where scenic values are impaired by off-road vehicle use, or where there are significant dangers of erosion or resource loss, the regulations designate which roads can be used and where off-road use can be undertaken. Total vehicle exlusion only comes as a last resort, or in those areas designated primitive and natural by regulation.

"In California, the only restricted area is the Panoche Hills in San Benito County."

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April 27, 1969
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Konle takes Saugus

By Mike Capalite

SAUGUS, Calif., May 2, 1969 – Great co-operation from the weatherman brought a perfect racing night to the Saugus Speedway last Friday as the invasion by the Class A clodbusters produced some startling upsets over the top riders, moving some favored racers into the B main.

Greg Haserot (Jawa) was plagued with adhesion problems, went down in the first heat after he had received the checkered flag for the win which he had taken from Rick Woods after Rick had unloaded in a most classical way – he power-slid into the corner too hard and lost it in a lay-down that was so smooth it looked like he planned it.

The second heat was all Mike Konle's (Eso) as he seemed to take to the track now that it has been better-lighted and widened quite a bit. Steve Bast (Eso) had to give up his laurels in the heat to his brother Mike Bast (Eso) as he hooked a foot on the inside and almost lost it, then while trying to take the lead back from Mike, he laid it down, but he didn't feel lonesome, as Joe Chanky (Eso) and Marty MacDonald (Eso) both unloaded in that heat.

The Semis were the real upsets as the A riders were reduced to B's by riders who were making their first A mains for the season. It started with Sonny Nutter taking the win over "Champion" Rick Woods, then Ron Miller aced out Mike Bast, Mike Konle turned back the efforts of John Carter and Greg Haserot put off Steve Bast to complete a series of upsets for the evening.

Sonny Nutter (JAP) was able to cop the Trophy Dash win from Mike Bast (Eso)

John Carter (Dan Mahony photo).

after a spectacular spill by Greg Haserot (Jawa) and Mike Konle (Eso) who tangled on a corner, but luckily neither rider was injured.

The C main turned into the first main event win for Joe Chanky (Eso) who seemed to respond to the larger track as he held back Harlan Bast (Eso) and Larry Heinselman (JAP) with Jim Ashworth having engine trouble with his Jawa and having to settle for fourth.

The line up in the B main looked all the world like an A main card as it pitted four of the top riders in speedway racing including U.S. Champion Woods and 1969 point leader Steve Bast along with Mike Bast and John Carter. There was no disappointment for the fans as the Bast brothers and Rick exhibited some of the most spectacular racing yet seen on this Bonelli Ranch oval. John Carter took an endo but the win was settled in the last lap after a terrific duel between Mike, Steve and Rick when Mike pulled away and Rick bobbled a little. So Steve had to settle for a second behind his little brother with third place money going to Woods.

After this impressive B main, the A main should have been rather anti-climatic, but everyone was in for a big surprise as the four riders were very evenly matched, and the larger track seemed to give them a feeling of confidence as they would "back them into the corners" in four-abreast slides that had the spectators' hearts in their mouths and it was anyone's race until Mike Konle (Eso) was able to pull away with a tremendous drive out of the corner and kept the lead until the checkered flag with Greg Haserot (Jawa) and Sonny Nutter (JAP) making it a photo-finish for the second and third slots with Ron Miller (JAP) copping fourth.

This track may prove to be the biggest advance for speedway racing yet as this weekly Friday night program gets rolling. Motorcycle buffs in the Newhall-Saugus area, here is your chance to see some of the most exciting racing in the world in your own back yard and it starts at 8:30 every Friday night.

Midnight Moto & Destruction Derby

By Eric Raits

FONTANA, CAL., May 3 – Fontana's raceway and the California Moto-Sport Club hosted the first night motocross ever held in this area.

A bleacher-full of cold enthusiasts didn't seem to mind that the course was more like a scrambles and cheered anyone who tried to pass on the soft, rocky track.

The brand-new course was bulldozed along the drag strip and used the strip's lights.

Riders said there wasn't enough light to tell the difference between a bump and a chuckhole and the tricky shadows made many ride cautiously. Winner of the drag race to the first corner generally came home first as the rest got in each other's way or bogged down in the soft dirt. The surface changed each time they came around so only the biggest bumps and deepest holes could be memorized.

Between motos the course was really changed. Dune buggies and the 4X4s ran a Sunday-night-at-Ascot type of destruction derby. It was possible for the bikes to pass each other, but the buggies really pushed and shoved to get around. Gary Jones passed Lars Larsson in one moto, making it look easy. Gary Bailey suffered from night blindness, but managed two seconds.

Three motos were scheduled but only two were run; Fontana's finest arrived a few minutes after 11 p.m. to enforce the curfew. It appears that the curfew is a matter of principle as the raceway is a distance from the nearest sign of habitation. The black-and-whites came screeching up, loaded for bear, in case the crazed motorcycle riders and fans had any thoughts of emulating the latest campus craze. There was no hint of disorder in the quick-paced program.

(Results on page 20)

Gary Bailey

Sidewinders Stoke Up For Springtime Action

By J.K. Lacey

PORTLAND, ORE., Apr. 27-Delayed one week by rain, the Oregon Sidewinders M. C. staged their 1969 opener under warm, sunny skies, and set the stage for the professional handlebar benders for the year to come. This was the first time the new AMA four-place pay-off was used and many after-race comments were heard. Two things quickly became apparent: 1)everyone seemed to have forgotten this was only the minimum $600 purse, and 2) no one was forced to ride. Hence, riders may choose to stay home and wait for those bigger purses that seldom appear but I doubt it. Sportsmen that they are, motorcycle racing is in their blood. A small percent of something is still something.

Here in the Northwest there is one chap who is going to be one of the top Novices for this year. This will be nothing new for the Washington-Oregon area as we have had Nationally ranked Novices before, but perhaps not one like Chuck Joyner. This lad is smooth, real smooth, and barring injury or mechanical trouble, Chuck should be the biggest Novice threat at any track. Joyner easily won the Dash today then went on to take the Main after chasing Dan Brecht (C-Z) for five laps. These two out-distanced the pack.

Last year's top Novice returned as an Amateur and went through the yellow-plate crew like a hurricane. Youthful Jack Mott, aboard his BSA-Western sponsored Birmingham twin, swept through the class with the same aggressive style that brought him fame last year, winning his heat, the Trophy Dash, and the main. David Yost (Tri.) trailed home second, and another Triumph, ridden by Jim slack was third.

Another repeat was in the making in that the top Expert at Sidewinders last year returned for the opener and took home all the dollars. National number 14, Gary Davis (tri) didn't win the Expert Trophy Dash but when the main was flagged he grabbed the lead and won with a wire-to-wire ride. Ross Roberts (tri) dogged Davis' rear the whole way, never more than two lengths back, while Dash winner T.L. Hoglan (Nor) and Mark Williams (tri) fought a good'un for the show spot.

While Davis sat out front with his slim lead, forsaking the fun and excitement of a good dice, Hoglan and Williams mixed it up with the Norto. getting by just before the half-way point. Then Hoglan seemed to tire and the new National number got by and into third for good. T.L. looked good and we'd have to say he went better than he has in the past.

The Opener was a good one as it brings out all the new equipment and riders and the fans certainly got their money's worth. May 9 starts the weekly Friday night TT at 8 p.m. and each of them should be equally as exciting.

(Results on page 20)

NEW IMAGE (continued)

conia official, wants the striped shirt that goes along with the duties of the 100-Mile national. Officially, the District Referee is Charlie Watson, a popular New Jersey dealer. This is an example of the kind of problems that occupy much of the AMA Directors' time. While it remains unsolved, many of the New England clubs are staging a "sanction strike," and refusing to send dues and fees money to AMA headquarters.

F.I.M. Affiliation

Prospects for co-operation between the world sanctioning Federacion Internationale D'Motocyclist and AMA, once bright, seem to be dimming. AMA execs are beginning to wonder why America should want to deal with the reportedly sagging, corrupt, F.I.M. anyway. "They should want to affiliate with US," it was remarked.

Other Business Discussed

The Board voted to "study" (read: reject) a new insurance proposal to replace the present satisfactory, but expensive, carrier. Agreed not to solicit contingency prize money for professional racers, not to sanction professional events or record runs outside the U.S. borders.

Before they adjourned for lunch, they resolved to prepare and cost-out a public relations program and appointed Executive Director William Berry to present such a proposal at the next meeting in mid-June.

Class C Mainstay Reinforced

One of the mainstay AMA principles was reinforced that afternoon, which should help to prove once and for all that the Harley-Davidson Motor Company no longer dominates the AMA.

At issue was the rule requiring a minimum of 200 models of a motorcycle to qualify for professional competition. The rule is designed to prevent factories from constructing limited-production, "fire engine" specials that the average rider could not hope to compete against on available equipment. In the past the rule was loosely interpreted, so that if a reputable company promised to manufacture 200 copies for sale and the machine was otherwise acceptable, it was approved for racing.

The Board in its wisdom interpreted the rule to mean that 200 identical machines had to be completed and already available for sale, to qualify as Class C approved.

Whether Harley-Davidson can produce enough ot its new 750cc overhead-valve models to comply in time for this racing season remains to be seen. We suspect, however, that if they do there will be no shortage of customers for the bikes.

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Short Stroke

By Bill Blakeslee

Wotsit #3 Still a Mystery?

So far, nobody has guessed the brand of the Wotsit Number 3 that appeared in this column last week. No, it's not a Bultaco, Ossa or a Suzuki. Give up? Would you believe, a 1968 Derbi 75cc. Look for more mindbender Wotsits in future issues.

Nicest People

Last week's column mentioned the proposed marathon rally from London to Istanbul and back. Plans were laid and sponsors invited. Honda (or England) has been the first to donate, a whopping $16,800. Other giants have indicated support and manufacturers have also promised team entries so it looks good for the chances of coming off.

For a little island off the coast of Europe, England sure seems to have plenty of action with motorcycles. Guess the industry in this country isn't wealthy enough to pull off such a thing here – best we can do is help send two guys to Europe.

Spanish officials have botched the results of the first round of World Championship Motocross. Nine hours after the finish they came out with the official results. Immediately after that the protests began coming in.

JOEL ROBERT won, and no one questions that. But from there down the list the trouble begins. Two mudholes covered everything with slime including number plates. Some riders who didn't finish were credited with points while some who did were listed as non-finishers, and some didn't get all their laps counted either.

The questions and protests will go to the FIM for clarification. Satisfactory solution will be difficult, one suggestion was to scrub the entire results with no points awarded. Of course this will be totally unfair to Robert as there is no question that he did win it.

SOLO SUZUKI entry, Olle Patterson, on the second generation Suzuki showed terrific promise by winning the second moto. To get the power range down where he wants it, Suzuki have built him a giant expansion chamber, said to be the largest ever. Must work, as "unofficial" results credit the Suzuki with second overall.

Character Bikes

An enterprising Englishman is offering to dig up bikes of your choice and ship to America. Think of the hit you'd make on Sunset Boulevard with a 1932 V-Twin AJS ($144.00)! Need something more camp? How about a 1930 Martin JAP speedway machine ready to race in vintage events for about $200. If that doesn't turn you on try a 1925 Sports Ariel for $190. For the knowledgeable there is a hillclimb and sprint, very fast 250cc Rudge for less than a hundred dollars.

No kidding, there are some terrific bargains just waiting. Just tell this fellow what you want and he will go after it. He even offers to arrange the shipping too. A twenty cent airmail stamp to box 1342 MCN, 8 Beams Building, Fetter Lane, London EC4, England will get you a reply.

Racing machines, too, offer some attractive prices over there. The one that really catches the eye is last year's ISDT Metisse used by the team captain Ken Heanes. It's a 500 Triumph built regardless of cost as only a British enthusiast can build 'em, like with lights, muffler, 12v capacitor system ignition, dual electrics and so on. Cost of this red and chrome beauty? A mere $780.00!

FIM G.P. Calendar

Dates are set for the FIM Grand Prix Motocross. Two-fifties are as follows: April 12, Spanish – April 19, French – April 26, Belgium – May 10, Yugoslav – May 24, Italian – May 31, Russian – June 7, Polish – June 28, British – August 9, Finnish – August 23, East German – August 30, Swiss – October 4, Austrian. 500cc as follows: April 12, Swiss – April 19, Austrian – May 3, Dutch – May 10, French – May 25, Finnish – June 14, Finnish – June 21, Russian – July 12, West German – July 26, East German – August 2, Belgium – August 9, Luxembourg.

Note that the 250 and 500 sometimes take place on the same day at widely different places and you'll get an idea of what Ron and John are up against.

SCRAMBLIN AROUND

By Maureen Lee

By Maureen Lee

We sure hope that most of you were able to get up to see the Cycle World Show. It was excellent, and some of the new bikes on display were enough to make any scrambler blew his cool. Lately the Spanish machines have dominated, but after what we saw at the Sports Arena, things look like they're changing.

Our favorite? Hard to say, but oh my, that new AJS looked great and it would be lovely to see that old marque come back to the fore again. Then the new Yankee was very impressive and will give fearsome competition, we think. It makes you think a bit doesn't it, about a machine you can run as a twin or single and shift any way you want it! Then the Rickman's Westlake conversions will have something to say too, on the track, as will the Greeves Griffons. Funny, but we're going to miss that old front frame on the Greeves after all these years. If we were personally going to buy anything we could have had at the show? That's easy. The new little 125 Maico rang our chimes, but then a new Hodaka would be nice...

Two private entries that were really something to see were Chuck Minert's Goldstar that has certainly seen action, but looks immaculate and an old 1937 Excelsior Manxman that probably didn't look that good when it was brand new. It was beautiful and made you feel wistful for those great machines of years gone by.

We went over to Saddleback last Friday to watch the Viewfinders check out the camera for Paramount's "Little Faus and Big Halsey." It was fascinating. Everett Creach rode his Yamaha around and around with club members racing alongside him many times finding out just where the best place for the camera to be mounted would be. Everett had it taped to his helmet and then on his chest, but that appeared to give too bumpy a ride to say the least! The personable Assistant Director, Terry Morse was charming, and said there'll be no Hells Angels types in this picture and we said hurray! It's always seemed to us that there's enough action and personality conflicts etc. around the racing scene to make a picture with a lot more excitement in it than just taking a bunch of uglies burning down a gas station or just acting like they came down from the trees.

Remember the chap who won the 500 Novice race at Corriganville that year it rained so bad, Frank Macklin? He used to work for Norm Reeves, then opened his own store which curtailed his competition activities a bit. He has just been appointed to a regional sales managers job with Johnson Motors. Neat, eh?

There was an incident at Perris Sunday we've been asked to mention. It doesn't happen often, but it happens. One guy got pretty up-tight with the starter about keeping them too long on the line. Then at one point in the days racing he ran out on the track demanding a restart when his rider dropped it on turn one. Bernie, the starter didn't have to black flag, but he did. You don't have to for only one rider down unless it endangers the rest of the racers, but anyway there was unpleasantness again. Later the guy was going to race but had to be told to leave the line, he was in no condition to ride a motorcycle. Now, Gerry Burton has often made the point. He sells beer at the track and even the racers are not above drinking it, but learn how to control it or you will be politely but firmly shown the gate. If you have a real beef whether you've had a couple or not, take it through the proper channels which is the Competition Committee, and don't yell at the club officials. The CompComm meetings are something to see and there's not one steward or officer in office now who hasn't been a racer or who still isn't actively engaged in competition and they know all the problems!

Ben Bok, the Districts' Secretary-Treasurer was out at Perris Sunday and we can't wait for the next meetings to hear what Ben has to say. He's a desert man and hadn't been to a scrambles in years. Needless to say he was a little shook at our scrambles nowadays compared to the old ones, and agrees there'll have to be some changes made. We'll keep you posted.

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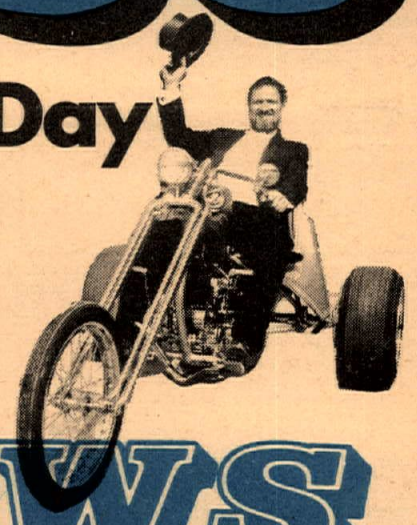

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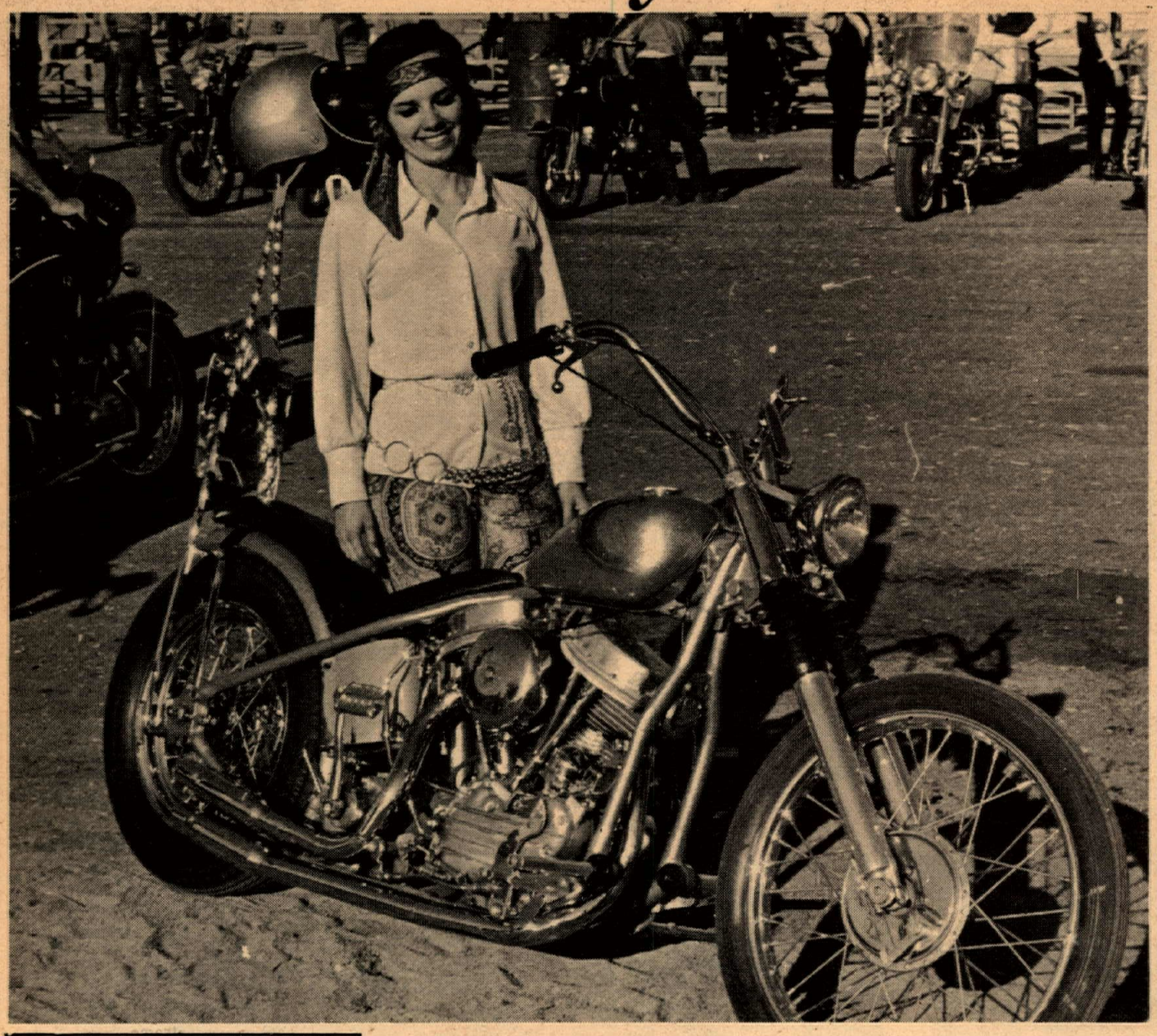

Enforcement Patrolman stores his riot stick while not in use.

Sandra Henry rode her own chopper to the meet. The Fallbrook, Cal. miss can't start the big machine but she never lacks for volunteers.

By Bill Harmer

29 PALMS, CALIF. April 26 & 27 – The telephone between friends was kept busy all week as we charged the lines with excited plans to meet at a central location to make the "Twenty-nine Palms Run" together. It would be the ninth annual running of the Los Angeles Road Riders Committee for the benefit of The City of Hope Hospital.

At Beaumont, Calif. where we stopped for breakfast, we were joined by dozens of other desert-bound cyclists. By the time we reached the Twenty-nine Palms off-ramp, the highway was a steady stream of motorcycle riders and passengers who were out to do their bit for sweet charity.

When we arrived at the park about two miles outside the town of Twenty-nine Palms, there was already a beehive of activity. New arrivals greeted old friends and exchanged pleasantries as they stood in line at the sign-in desk, already making plans to meet at future tours: Las Vegas, Hemet and Elsinore. So another of Southern California's great desert tours was under way.

Twenty-nine Palms is a quiet community in the high desert that has a variety of attractions for the desert lover.

The location was known to the Indians as "a place of much grass and little springs."

The willows here are not native to the area. Sometime in the past a mule driver pushed his whip handled into the soft moist ground and it sprouted into a tree. It is also here that the pioneers counted the original palm trees that gave the community its name.

At 1 p.m. the main street of the town was blocked off and the Huntington Park Elks Drill Team put on a running display of breath-taking stunts for the townspeople, and then led the long parade through town, up the hill and down into the valley to the Knott Sky Park where they entertained the tour members who were assembled in the bleachers.

This team is absolutely without equal in doing stunts with multiple riders that defy description. One of the most thrilling was two cycles riding close together with a third rider suspended between the two motors. A clown wandered out onto the track directly into the path of the speeding machines. As the crowd scramed a warning, he suddenly dropped prone and the two bikes passed on either side of him and the poor rider in the middle narrowly missed being brushed off.

Saturday evening from 5 to 7 a delicious barbecue was served. The quality of the food was perhaps the best ever found at an event such as this, but the quantity left many hungry afterwards.

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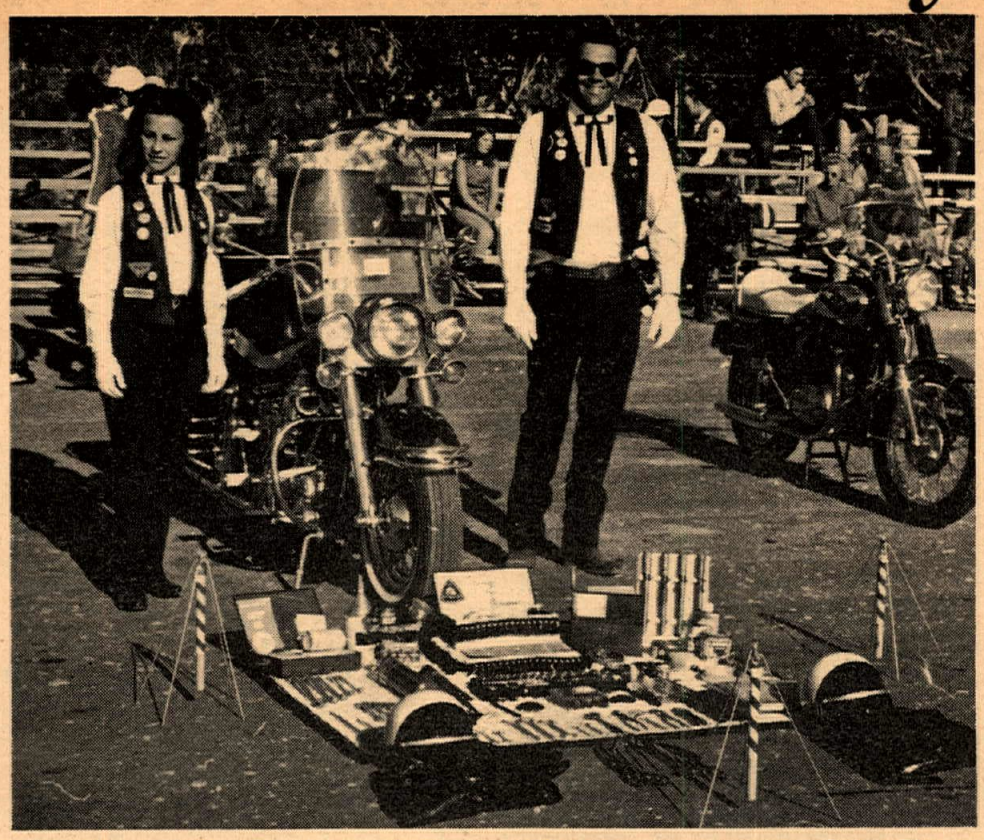

Above: Tony and Emma Gardner carry foreign bike tools to help riders in distress. Below: The parade ran through the center of town and then to Knott Sky Park.

One slice of meat about the thickness of a playing card covered half a slice of bread, no more than a tablespoon full of baked beans and an equal amount of delicious cole slaw. Price: $2.

After this snack, the drawing for the many merchandise prizes was held by big Bill Miller. The dealers and distributors were extremely generous and no matter what else you might say about "Bid Daddy" Miller, you'll have to admit that he gave the donors plenty of well-deserved publicity.

As a grand finale of the evening, the little Harley-Davidson sport bike was raffled off and was won by Steve Boren of La Verne, Calif. The Aztecs Motorcycle Club of San Diego, Calif. received the trophy for selling the greatest number of tickets, having vended 324 of them!

The eagerly anticipated Motorcycle and Riders judging started at 8 a.m. Daylight Savings Time and some of the groups and individuals who had planned on being there evidently forgot to set their watches ahead, as the competition was sparse. Those who did make it, however, included some pretty impressive looking displays, and we certainly don't envy the judges who had to decide between them.

With the judging over and trophies awarded, the tired and happy (and hungry) riders started their various ways homeward. These were not only from all parts of California and Arizona but Nevada as well.

Over $4,000 proceeds of the run was donated by the motorcycle enthusiasts to the City of Hope.

NEXT WEEK: Another View of the Spring Tour

BIKE PATROL IN VIET NAM

TAY NINH, Vietnam. Motorcycles are currently being used for patrol work in an experiment conducted by the Army. If it works, and every indication is that it will, two more patrols will be added to this original one. The 175cc Hondas cost $374 each.

The four scouts leave a base, cruise until they find a likely looking side trail, and plunge off into the brush searching for signs of the Viet Cong. They estimate they can cover in one day territory it took four days to scout on foot.

Each rider carries his M-16 and they are covered by two back-up jeeps and a truck mounted with machine guns.

TRANSISTOR IGNITION FOR HODAK

North American Imports has announced the availability of transistorized ignition systems for Hodaka motorcycles. This new system, besides giving better spark and increased performance, comes with a lighting coil. This means it's not just limited to the race course. The big plus factor with these new space age ignition systems is the elimination of contact breaker points. That age old problem of point adjustment has been eliminated.

The new system comes color coded for easy installation and puts out a healthy spark from 500 rpm to 12,000 rpm. Retails at $89.50.

Spirit of competition

The benefits of free enterprise were never more beautifully displayed than in the "competing" Harley-Davidson displays at the Cycle World show. Budelier Co., with two big stores in L.A. and the valley sold $5,000 worth of machines right out of their renegade display, while the factory-SoCal Harley Dealers Assn. booth didn't do too badly either.

SECOND ANNUAL CONCORD SHOW SET

The Wanderlust motorcycle club of Pleasant Hill and the Hi-Hats motorcycle club of Martinez have announced the dates for the Second Annual Motorcycle Show to be held at the Concord Armory in Concord, Calif.

The show, set for May 9, 10 and 11th, has attracted the top custom, racing, antique, three wheeled, dragster and special built motorcycles in California. Last year's 53 entries is expected to be topped by show time this year. The cycles will be vying for trophies in the many categories to be judged.

Persons attending the three day show will have a chance at winning the very fine Kawasaki G3SS Super Sportster motorcycle that tops the list of door prizes. The winner of the cycle need not be present at the drawing to win. Also, each patron will receive a free comprehensive program of the event with discriptions of all entries.

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GRANNY FIGHTS INSURANCE BAN

Twenty-six years of accident-free bike riding were almost over for 77-year-old Mrs. Florrie Ball when she decided to switch insurance companies. 'Granny', as she is known in Southport, England, found the new insurance company wouldn't accept her and the old one wouldn't take her back in spite of her perfect record.

"I feel fit as a fiddle, and I can still ride as well as any youngster," said 'Granny'.

The months went by and she sold her bike because it was just rusting and gathering dust.

Fortunately an insurance broker sympathized with 'Granny's' plight and provided the needed coverage. Happy 'Granny' is back in her leathers on a new bike and can be again seen zipping around the English countryside.

Cycle Shop Spawns Massive Music Maker

Joe Koons is building and tuning a very unusual machine in his motorcycle shop in Long Beach, Calif. In fact it might be better to call it an instrument.

Koons is building a mammoth pipe organ from bits and pieces he finds all over the country. He started with the Welte Organ which once played in the Del Mar Club in Santa Monica. To make it bigger and better the shop owner has included parts from dismantled organs from Missouri and Ohio.

The two-year job is almost over, according to Koons, and the shop will soon echo with the sounds of whistles, bells, trumpets, and other instruments.

TOTEMS SET DATE FOR B.C. CHAMP MOTOCROSS

The Totem M.C. will be running the British Columbia Motocross Championship July 19-20, 1969. Sharing the sponsorship will be the Lions Club, with all gate receipts going to the Crippled Children.

The circuit is located in Aldergrove, about 30 miles from Vancouver and an easy drive on the freeway. Practice will take place Saturday with the actual race being on Sunday.

Entry fee for riders is $5.00, with all fees going towards the prize money. Besides the cash awards, many prizes of helmets, boots, and other accessories will be given to competitors.

A Canadian license is required, fee for same being $15, and obtainable from the Canadian Motorcycle Association, Box 100, Islington, Ontario, Canada. This includes complete medical coverage. Classifications are Junior, Senior and Expert and applicants should give brief resume of their experience. Licenses should be obtained before the event but the Association referee will be at the track to sign them if this is not possible.

Over-night camping is permitted, there are full washroom facilities including a shower.

NEW PENTON IMPROVED

The new 125cc Penton Six-Days is here and it shows some detail refinements for 1969 that should make it even more competitive and trouble-free. Gone is the panelled air cleaner box and in its place is a giant circular filter. The rear hub is redesigned and the footpegs fold and are adjustable.

Gary Bailey's new Penton Six-Days.

NEW PRODUCTS

PREMIER'S PRE-STRIPED HELMET

The Premier Seat and Accessory Company of Hamilton, Ohio has introduced the Premier 500 Pinstripe helmet. The pinstriping is in gold and white on Oriental Blue or Burgundy Red metalflake colors. The metalflake cannot be scratched or damaged. A new Premier 500 metalflake helmet is also available in the same colors as the Pinstripe, or Competition White accented with handsome black and white rally stripes.

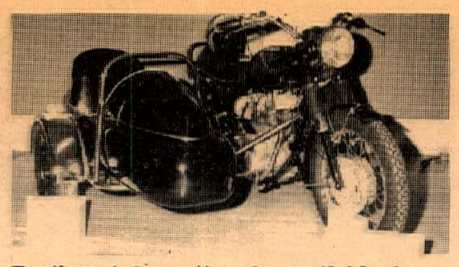
Other new features for the Premier 500 helmets are a deep-quilted nylon interior lining, chrome strip edging, and a variable-size arrangement made possible by an adjustable foam liner pad.

All the Premier 500 helmets are made of Merlon polycarbonate, one of the strongest, lightest substances known. Recessed ear pockets relieve pressure on the ears and "echo chambers" under the Premier medallions improve full helmet hearing.

HAPPINESS IS A FRIEND, TAKE ONE ALONG

Is your girl tired of hanging on the back of your motorcycle? A Van Nuys, California firm might have come up with the solution to your problems. Side Strider Inc. has built a passenger sidecar they call the Bingham MK I. It is said to be fully adaptable to any downtube motorcycle and can be attached by the motorcyclist himself.

The fiberglass body is available in a variety of colors and is mounted in a tubular steel frame. The frame, fender, handbar, and mounts are chromed and the interior is carpeted for appearance. The rig weighs approximately 80 lbs, and retails on the West Coast for $350.



Further information is available from Doug Bingham, 15838 Arminta, Unit 25, Van Nuys, Calif.

MOTOCROSS JERSEY

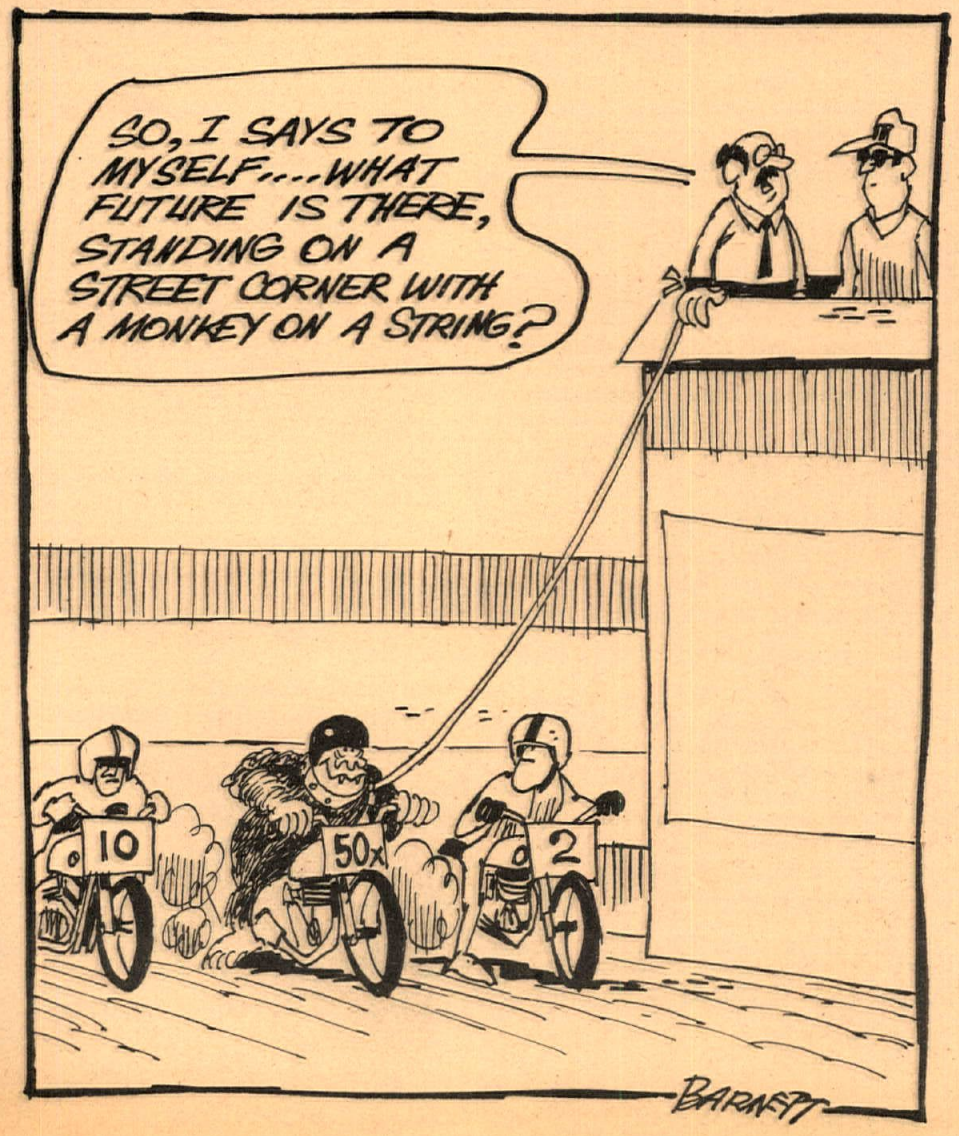
Aragon Motocross Scramble Jersey combines sharp styling with comfort and protection. Manufactured in England and ACU approved, the Aragon jersey is knitted of heavy-duty cotton-rayon tricot. It is extremely tough and durable, providing excellent arm and upper-body protection.

The Aragon jersey (#1641) is washable and comes in small, medium and large. Colors are green, blue, red, gold and white. Price: 12.95. Send one dollar for the motorcyclist's complete show and go catalog. Aragon Dist. Co., 223 W. Camino Real, Suite #102, Monrovia, Calif. 91016.

GO TO WAIST

This item is a body support belt for competition riders. The design of this belt is a new concept in the support of internal organs. It is made from shock absorbing rubber and is backed with expanded naugahyde to give complete internal support at all times. The belt is profiled to fit the contour of the body in the riding position and features vertical supports on the spine. It has a heavy duty zipper.

Extensively tested in all forms of competition, this belt has been acclaimed the most effective type of body support developed for competition use. Available in one inch waist increments from 28" through 38". Webco part number is #1129 and the belt sells for $15.95. Your dealer has it.



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(Include area code with phone number.)

'66 HONDA 305 street scrambler, big K-70s $300. (213) 370-0884.

WANTED

250cc Montesa Scorpion carburetor, barrel, head, and exhaust system in good condition. Larry Martell, 6302 N. Bales, Kansas City, Missouri 64119.

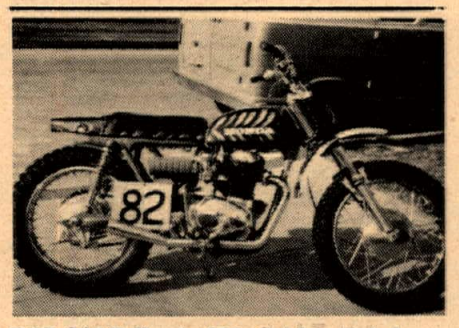
'68 MONTESA Scorpion, not run 6 months $250.00. Offer. (213) 435-0405.

VICTOR 68 – 1900 miles $600 cash or $300.00 cash and take payments of $30 monthly. (213) 435-0405.

'69 PENTON 100, better than new. 1 race must sell $559.00. (714) 636-0188.

BRIDGESTONE 90 racer. Loads of low end, best offer. Call (213) 454-0216 after 6 p.m.

1968 GREEVES Challenger 250cc springer. Fast, reliable, desert ready, excellent condition $625. Call (213) 348-2883.



FOR SALE Honda 350. Set for dirt, have all street equipment, chromed, many extras. Sprockets, tires, pipes, lots of modifications, very fast $450.00. (213) 634-2179.

LATE '68 HUSQVARNA 250cc

21" Akront, Barum, Filtron, Hallman bars, 69 rear hub, ext. swinging arm, quick throttle, compression release, perfect. 2 races – being transferred. $695. (714) 279-2499.

FOR SALE: 1967 Maico 360cc, new piston and rear tire $500. (714) 526-5108.

1968 BMW, FULL DRESS sacrifice $1095 call (213) 639-6627.

WANTED: Cushman "Eagle", early '50's original – if possible, running or not. (213) 255-7417.

SWAP – Honda carb. pair, 450 type, new, complete trade for like new 26mm or ? (805) 942-0270.

ATTENTION:

We have two 3 cylinder 500cc Kawasakis for immediate delivery. First come, first serve. Steve Hurd M/C, 1405 Olympic, Montebello, (213) 724-0466.

SUZUKI X6 Drag Bike and roadracer comb. Fresh engine, can be converted to fast street bike. $300 put into engine, being drafted. Will sell at $400. Call Glen eve. (714) 879-7926.

1966 HONDA 450cc $500.00. Excellent condition, extras included. (213) 374-6076.

"HUSKY" 1969 250cc clean. Ordered new 405. Phone after 6:00 p.m. (213) 863-5416.

HODAKA 90 – 100cc, motox or desert ready, just rebuilt. Roehr forks, girlings, rake plate, Rickmans, Filtron, Turner pipe, ported, polished, much more, super engine, never raced, immaculate $325. (213) 761-1692.

WANTED: Honda 160 basket or wreck. Must have title. For sale Triumph Cub new lower end, front wheel controls, real clean, needs timing $150.00. (213) 443-3446 after 5 p.m.

YAMAHA DT-1, Gyt kit, 21" wheel, high fender plus all original parts. A fine bike in very good shape. (213) 390-4112 before 8 a.m.

1968 BULTACO Sherpa "T". All street equip., used very little $620 or trade for good, small bore TT or/and motocross bike. (213) TO 2-1330.

'65 EL CAMINO V-8 – automatic power steering, air lift, rear shocks, Radial tires, good condition $1395.00 or trade for trail Honda. (714) 867-3172 Running Springs, Calif.

360cc CZ SINGLE PIPE. Perfect condition $1025.00. (213) 436-1503.

MECHANIC WANTED

Triumph & Yamaha. Apply at Bellflower M/C Shop, 9135 E. Compton Blvd., Bellflower, Calif.

FOR A FREE SAMPLE COPY OF State Cycle News (the Eastern States Cycle News) send 15¢ in coin or stamps to State Cycle News, Amherst, Ohio 44001.

1964 BULTACO 196cc R.D. (TSS tank, crankshaft, barrel, carb, etc.) Complete road race & street equipment plus fairing. (5 races only) 1st & 2nd place trophies. 628 miles (street only) since rebuilt. (Total use in last 3 yrs.) $295. Phone: (213) 477-7600.

'66 250 YAM. SCRAMBLER. 6600 mi., exclt. cond., 2 new knobbies, street or dirt $350.00. Will consider trade for lighter bike. (213) 596-5972. Long Beach area.

YETMAN – Super Hawk 305cc, street racer. Ceriani forks, Yokohama tires, alloy rims. Engine completely rebuilt, ported, Schaeler cam. Spare crank, case etc. 20 hrs. running $1000. (213) 828-4329.

SUZUKI 80/excellent condition, desert ready, extended forks, fork brace, expansion chamber, new bearings, seals, scramble bars, and much more. $200 or best offer. (805) 482-1159.

MUST SELL – 3 Zundapp basket cases 250cc $100. (213) 256-0226 after 6 p.m.

WANTED...1957 BMW rear end. Call evenings (213) 771-2484 or (213) 585-4046.

'63 V.W. MEYERS MANX

Dune Buggy, street legal $1,300. (213) 638-4663.

'68 BSA VICTOR Special, 1300 miles, xlnt. condition, $700, or trade for xlnt. condition Hodaka, Sachs, or Penton. Call (714) 534-5178 before 5:30.

WILL TRADE, 1960 Chrysler plus $$ for new Sachs or ?? Private Party or dealer. Phone (213) 833-5003.

CZ 175 TRIALS. 300 miles, 2 mos. old $500. (213) 320-5643.

2–TACO, 44's–MINI BIKES – ridden apprx. 12 times. Both in excellent cond. See to appreciate $125.00 eac. (213) TO 2-4641.

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Triumph T120 TT "66". All the latest speed work, lots of extras. Can be shown anytime. Owned by Tri. mech. Call (213) 864-1786.

BLACK LEATHERS – Bates' custom – (32x30 pants) (38-M jacket). (213) 255-6811.

FOR SALE: '67 Triumph 500; street legal, Cerianis, Bates seat, high & low pipes, new tires, rings & valves, excellent cond. Must sell $695 or best offer. (714) 892-0423.

'67 HODAKA, expansion chamber, extended forks, skid plate, Barnett clutch, desert bars, side mounted Filtron, fork brace, knobbies, super clean, never raced $350. (714) 842-6995.

YAMAHA '80, expansion chamber, head rotary valve & piston, dirt ready $125. (714) 376-6617.

1968 BULTACO 175cc Sherpa. Comp. release, good shape $500. (714) 622-8635.

HAPPY BIRTHDAY Paul Russo. Good riding always. – Mother & Dad.

SELL OR TRADE – 1964 Chev. Van, with new eng. $1150.00. Van Tech Honda 90 with extra frame and tank, lots of other parts. This bike is new, must sell. (213) 286-3684.

SALE: '68 Hodaka; desert or moto-x ready. Fast and reliable $425 firm. (213) 675-2404.

YAMAHA 100 Twin engine. Full Gyt kit, polished and balanced crank, low chambers. Elliott Andrews, c/o The Gate School, Carpinteria, Ca. 93013.

FAST and RELIABLE. Spares – crank, seals, points, etc. $200. Nights (805) 684-5048. 1968 Yamaha 180, street or production racer. 1000 miles, new road racing tires. Mechanic. Nights (805) 684-5048.

TRADE: BMW R-60 for auto or track. Paul (213) 325-2448.

NEW VAN TECH frame & Ceriani forks $150. Save $50! (213) 787-5031.

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1965 YAMAHA 250cc FLATTRACKER... ready for short track or 1/2 mile. Sacrifice $195.00. (714) 842-3813.

CHRIS CRAFT 21' cabin cruiser V8. Trade for desert bike or ? (213) 358-6490.

1968 360 GREEVES, Comp. release, skid plate, Filtron, Barnett clutch, Ceriani rear shocks, new knobby, 3 sprockets, runs good $750. (213) 672-3745.

WANTED – Bridgestone or other 125 – 175cc racing engine. Also wanted – Tohatsu 50 engine, parts, and/or manuals. Nights (805) 684-5048.

1968 BULTACO PURSANG

Sanitary, never raced or dropped, Filtron, comp. release, fresh engine. Call (213) 428-1303.

66 BONNEVILLE, rebuilt $650 firm. (213) EX6-6181.

140 Participate In San Diego Trials

Story by Gary Barton
Photos by Red Richardson

SUNDAY, APRIL 13, 1969 – The San Diego Trials Riders staged another of their successful English Trials this day in the Miramar riding area. The sport of Observed Trials, having been nearly dormant for several years in Southern California is awakening and growing by leaps and bounds. The Southern California Trials Association and now the S.D.T.R. are now bringing the sport into the limelight. Also greatly affecting the growth of the sport has been the introduction of legitimate Trials Iron to the American Continent. Today a rider could easily be confused in his selection of a machine. Unlike most other motorcycle sports there is no single machine that completely dominates the sport. The factor of winning is laid more upon the shoulders of the rider than the machine.

This was again proven by Bob Nickelsen; Bob received a well used Montesa Cota a few days before the event and proceded to capture first place honors. it wasn't easy though, for S.D.T.R. Prexy John Walters on a Sherpa 'T' was only two marks heavier than Nick. Saddleback park winner Jack Ward took third away from Ed Davenport in a tie-breaking ride-off.

In the expert class, John Brewer rode his second trials as an expert and took his second first place dropping a total of 52 marks, which would have been sufficient for third place in the Master class. John rides a 247cc Villiers powered Cotton, and obviously will not remain in the Expert group for long.

Honors among the Amateur Lightweights went to Gary Sowell, Bultaco, 9 marks against while Greeves riders Gene Stewart and Larry Frakes took second and third respectively. Interestingly there were five different makes of bikes in the first six positions.

The Ultra-lightweights was also a tight contest with Donn Stewart coming out on top of William Stewart and Gary Lane.

Sondra Huthinson completely dominated the Womens class on her 90 Hodaka. Dropping a mere 19 points for the day it was almost no contest except for the next four positions taken by Joyce Davenport, 33; Tina Brewer, 35; Donnie Stewart, 36; and Dee Dee Earl, 38. The Sections were quite difficult this day for most of the gals but this will all help to make the next trials a little more competitive for the women.

13 year old Martin Belair looked extremely good and his score substantiates his style. 9 marks against for the day's total. Mark Garsha took second with 22 points and Eddie Foland and Scott Montgomery tied for third with 28.

140 riders participated in this event and with the unfortunate postponement of the Big Bear Two-Day event we can expect to see possibly 150 anxious riders at the next event.

(Results on page 20)

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Yamaha smashes 7 Daytona records

■ 250cc Class Event: Yvon duHamel broke his last year's record with a new time of 98.348 mph.

■ 200 Mile Time Trials: duHamel set a new lap-time record of 150.501 mph.

■ 100 Mile Amateur Big Bike Race: Frank Camilliere broke last year's record with the fastest qualifying time of 134.831 mph.

■ 78 Mile Novice Road Race: Mike Cone set a new 5-lap heat race record with a new speed of 93.530 mph.

■ 100 Mile Amateur Big Bike Race: Ron Muir broke last year's record with his time of 96.100 mph for 100 miles.

■ Class 5 250cc Sportsmen Road Race: Gary Gordon set a new speed record of 90.469 mph.

■ Class 2 125cc Sportsmen Road Race: Rudy Reynosa won the race with a new track record average speed of 63.713 mph.

For the fifth year in a row we dominated the 250cc class. We took 8 out of the first 10 in the Daytona 250cc 100 Mile Event. 19 out of the first 20 in the 78 Mile Novice Road Race. 9 out of the first 10 in the Daytona Sportsmen Lightweight Road Race. Took 6 out of first 12 places in the 200 Mile Classic against machines twice our size.

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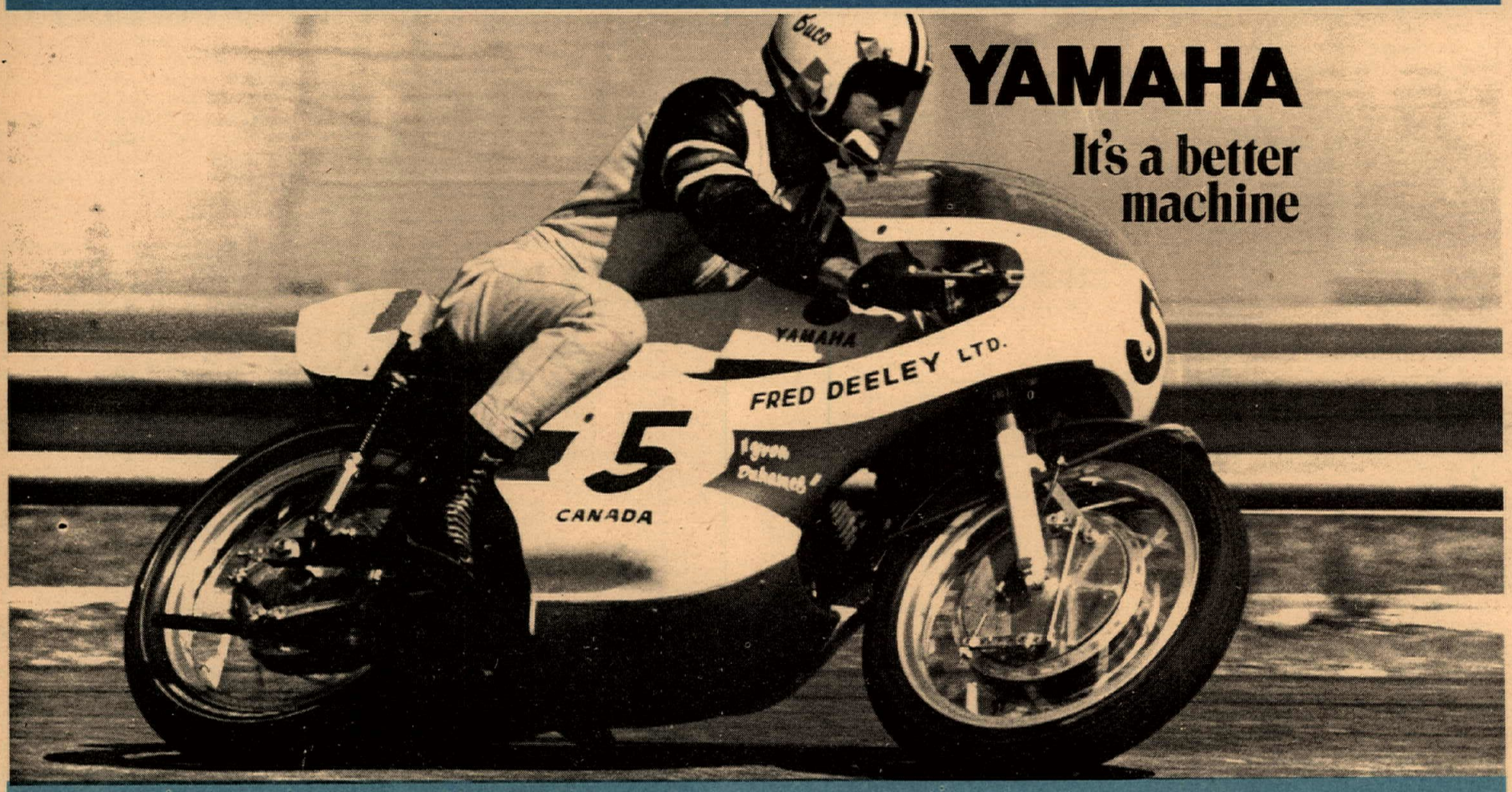
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